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PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
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No. 16,134. 號四十三百一千六萬一第 日五廿月一十年元統宣 HONGKONG, THURSDAY, JANUARY 6TH, 1910. 四拜禮 號六月正年十一百九千一英港香 PRICE, \$3 PER MONTH.

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[al229]

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The Daily Press.

HONGKONG, JANUARY 6TH, 1910.

Has Mr. Urz of Scotland been visiting
China? If he has not been amongst us
in person his spirit has not been far absent;
at all events its telepathic effect has been
conspicuous in recent developments at
Peking. We must, indeed, go to the
member for Linlithgowshire for a similar
display of inconsequential incongruities as
we have recently been treated to from the
capital. Prince Tsai Tsai, according to a
contemporary usually well informed in
affairs relating to the Chinese Government,
is stated to have said, in discussing the
currency question with the members of the
Waiwupu, that the confusing variety of
coins and notes in circulation in China is
largely due to the importation of foreign
money, and to have a uniform currency,
foreign money must be first kept out of the
country! Now one of the curious and not
easily explicable things about China is that
China has never instituted a regular coinage,
and twenty-one centuries ago her coinage
was in the same hopeless condition as in
this twentieth century. One of the wonder-
ful things found by the great traveller and
statesman CHANG K'YEN on his visit to the
West, and deemed worthy of special note,
was that contemporary Parthia possessed a
standard silver coinage, stamped with the
image of the King, which was changed on
the accession of a new monarch. We know
from numerous specimens of the coins
preserved in our museums that the Parthian
coinage was of regular weight and fineness,
and might well have served as an object

lesson to the Chinese, whose only attempt
at money at the period was a roughly-cast
bronze ingot with a hole in it, and bearing
simply the two characters *pan-liang* (half a
tael), without any mint mark or stamp of
authority as evidence of its genuine character.
Presumably, as in the earlier Roman As, its
weight had corresponded with the half tael
of the inscription, but the process of debase-
ment had already begun, and CHANG K'YEN
was evidently struck by the wide difference
between Parthian order and Chinese neglect
of the standards.

As in the cases of the conveyance of
correspondence, and the administration of
the laws of the land, the Chinese Govern-
ment, as such, has never in all its history
risen to an imperial sense of its responsibilities
in the national standards. Laws and
their administration, the post office and its
various duties and ramifications, weights
and measures, and finally the monetary
administration of the Empire have at all
periods been left to take care of themselves
without aid or assistance from the Central
Government, and have fallen into private
hands; or unconsciously have adopted, in
the entire absence of any system of home
control, the momentarily most convenient
foreign standard. The great emperor and
statesman, T'SIN SHIHWANGTI, did indeed on
his final reduction to order of the State
conquered by his arms issue a proclamation
enjoining on all uniformity of weights and
measures, but he had grown old, and those
invested with his authority, though to out-
ward appearance carrying out his orders,
paid little attention to their inwardness.
H. E. TUAN FANG in his catalogue of anti-
que bronzes represents some eighteen or
twenty of these standards, all bearing and
authenticated by a copy of the proclamation,
which yet differ in toto amongst themselves:
the whole scheme in the absence of a
sufficiently advanced public opinion had,
indeed, proved a failure even in the lifetime
of its originator. What, however, the
Government, as such, and succeeding Govern-
ments after it, failed to do has been in part
attained by private enterprise. In the
matter of currency China owes to her banking
system the preservation of the standards,
and it is curious to observe that while
debasement has been the rule in every system
started by the Government, in the hands of
the private bankers the weight of the mon-
etary tael has remained almost unchanged
for the last two thousand years. The same
may be said of the purity of the silver,
which in bulk forms the only standard of
mercantile exchange in China. In Govern-
ment transactions since the time of T'SIN
SHIHWANGTI, the cash has always been the
medium, but with the false traditions of
governmental rights and duties, no Govern-
ment has ever failed when in difficulties
financially to have recourse to debasement.
Most Governments have commenced with a
display of regard for the purity of the cur-
rency, amongst other the Ta T'ing dynasty,
the coins of whose earlier monarchs are a
model of the best that could be attained
under the conditions, but since that period
there has been a marked falling off; in the
reign of the debauched and incapable Hsien
Fung, this debasement had reached its
utmost limit. The coins issued had come to
consist of flat pieces of impure brass no
thicker than paper and not more than a third
of an inch in diameter, the greater portion
of which was occupied by the hole: they were
in fact absolutely valueless. To remedy
this by some show of amendment, large
coins, but still of the most impure metal, were
issued bearing the legend, "good for ten,"
or "good for a hundred," but the material
was so bad that the beggars even refused to
receive them, and threw them away in
thousands in the streets of Peking, where
for years they remained, not worth the trouble
of picking up. This was China in her
own line of currency, which her flatterers
would gladly make believe was Chinese
coinage unadulterated by foreign inter-
course. The cash was, however, like the
old money of Sparta, too inconvenient
and debased to be available for any-
thing more than the ordinary daily transac-
tions of a household, while the bulky gyoec
of the banks was too unwieldy for aught but
wholesale transactions, so that in the six-
teenth century, when Spain annexed the
Philippines, a new medium appeared which
was found to answer admirably all the re-
quirements of commerce, being available
alike for small and large transactions;
while its invariability of weight and fineness
supplied a long-felt want in China of some
trustworthy medium of exchange. This was
the old Spanish dollar, which in a short
time became the universal currency of the
land. It was thus, and to supply China's
own sins of omission, that foreign coinage
became naturalized in China, and not from
any idea of increasing the complications
already existing. For many years the old

Spanish dollar supplied the needs of the
Chinese, people and government alike, and it
was not till the year 1856 that any signs were
apparent of a possible change. The change
came about, not from the discovery of any
unsuitability in the medium, nor from any
suspicion cast upon its intrinsic value. It
proceeded from causes quite different, and
in no wise affecting the suitability of the
medium. Owing to the general weakening
of Spain, the supply had, in fact, fallen off,
with the consequence that the coin acquired
a fancy value, far in advance of its intrinsic
worth. To remedy the difficulty the Mexican
dollar was introduced, and for many years
filled the gap; but owing to causes not
connected with China the supply of the
Mexican dollar is beginning to fall off, and
the coin is acquiring an altogether fictitious
value, but this fictitious value does not
proceed from any process of debasement or
the contrary, in which particular the Mexican
has acted as a wholesome lesson, however
disregarded, to the Chinese Government.
Here the conduct of the Mexican Government
has been in honourable contrast to that of
China. Some years ago China promised to
supply coins herself for her own internal
commerce, and the decision was hailed
with satisfaction by all the foreign
Powers without exception, and it may safely
be said that if China had acted honestly
there would by this time have been not a
single coin of foreign origin in circulation.
But did China act honestly when she had
the chance of getting rid of what she would
like to call the incubus of foreign coin? Let
the experience of her own debased issues
answer the question. Debased dollars,
debased subsidiary coinage, and last but not
least, debased cash-pieces, surely ought to
be sufficient to convince even the Chinese
Government that in matters of currency,
as well as in the ordinary dealings of the
merchant, honesty is not only the best but
the only policy to keep a nation out of
bankruptcy. China does not want her Uzes,
and the sooner she dismisses them from her
service the better for her happiness.

Mr. Lee Jones returned to his duties at the
Supreme Court yesterday after a holiday at
Home.

Further changes are being made at the Kow-
loon Dock. We understand that the Portu-
guese clerical staff have resigned.

Mr. K. McLennan has been appointed land
officer for the district around Kowloon in the
New Territory and the islands.

His many friends will regret to learn that
Mr. C. G. Mackie, Secretary of the Gymkhana
Club, is suffering from an attack of typhoid
fever.

Su Ping-hui, of Canton, has had conferred
on him the button of the first rank for promot-
ing the subscription of a large sum of money
towards the educational fund.

The administration dispute, which commenced
in the Supreme Court on Tuesday, was con-
tinued yesterday. Sir Henry Berkeley resumed
his opening statement.

Rev. W. H. Hewitt introduced the subject of
discussion, "Foreign Missions," at the meeting
held in connection with the universal week of
prayer at the Berlin Mission, Bonham Road,
this afternoon.

H. E. Chang Jen-tsun, Viceroy of Liang-
Kiang, has recommended King Kung-yan
to proceed to the Dutch Indies to invite
subscription from the Chinese residents, there
to support the relief fund of the sufferers in
Kiangpoh.

Fishing rights in South China occupies the
attention of the officials. China's fishery
interests are described as having been disturbed
in these waters, and the authorities are reported
to be communicating with the Peking Govern-
ment relating to the matter.

A report from the Japanese Consul at Chefoo
says that the number of steamers plying
between Tsingtau and Vladivostok is on the
increase. The cargo is chiefly cattle, provisions
and daily commodities, the passengers being
Chinese emigrants.

The Ministry of Finance in a memorial to
the Throne states that Customs duties in
Chili have been lessened a great deal owing to
the suppression of opium. The Board request
the Throne to grant permission for an increase
in the price of salt in order to compensate for
the opium duties.

The Imperial English and Chinese Diary and
Almanac for 1910, annually issued by Messrs.
Kelly & Walsh, has made its appearance, and
most people will be glad to renew acquaintance
with this valuable desk companion. It is
brought up to date and the business men in the
Far East are certainly indebted to Messrs.
Kelly & Walsh for their useful publication.

An attempt by a wealthy Chinese to smuggle
a motor-car was balked by the Customs officers
at Sourabaya in Java. The Chinese declared
the value of the car for import duty at 7,000
guilders, but a Customs officer became suspicious
and consulted experts. They valued the motor-
car at 21,000 guilders! The Chinese importer
was fined 15,000 guilders. He had, besides, to
pay the duty on a valuation of 21,000 guilders.
His offer to pay by cheque was refused, cash
payment being demanded.

A fire which did damage estimated at
¥150,000 occurred at the Club Hotel, Yoko-
hama, on the 26th ult. The greater part of the
main building was destroyed. It is stated
by the Japan Mail that the hotel building was
insured with a foreign fire insurance company,
the agents of which are Messrs. Doolittle & Co.,
Limited.

Mr. J. R. Wood sat alone at the Magistracy
yesterday morning, and disposed of a long list of
cases, but there were few of public interest.
Two junk masters were fined \$4 each for failing
to exhibit the regulation lights while under
way; the master of a sampan, for applying for
hire in a prohibited place, was fined \$3; for
being in unlawful possession of a number of
knives and forks, a native was fined \$5 or
fourteen days; and for stealing a quantity of
rice from No. 12, Canton Road, Taimohatol,
his Worship sentenced a coolie to three weeks'
imprisonment and four hours' stocks.

Viceroy Hsi called together to Mukden
recently the representatives of all the Chinese
Guilds and Trade Unions of South Manchuria
and exhorted them in the most emphatic terms
to remove the bad blood that has been worked
up by the ignorant mischief-makers against
Japanese wares with the result that a secret
movement for boycotting Japanese goods has
been carried on at several trade centres, to the
detriment of even the Chinese tradesmen, who,
on this account, have been forced to pay dearer
prices for imports coming from the Western
markets, besides interfering in no light measure
with the best relations subsisting between China
and Japan. This severe admonition, says the
Manchu Nichi-nichi Shinbun, has had the
desired effect and has laid the boycott agitation
at rest.

ALLEGED ROBBERIES.

A peculiar case of alleged robbery, in which
three men were charged with snatching a
hairpin from a prostitute at Yamati, was dis-
posed of by Mr. J. R. Wood at the Magistracy.
It appears that while the woman was walking
along the street with a Chinese detective from
the Central Station who accused three passers-by
of snatching the hair ornament mentioned.
The detective arrested them and charged them
as stated, but his Worship was not satisfied
with the evidence and dismissed the case. It
is now understood that the detective will be
charged with wrongful arrest.

On the 29th ultimo five men entered a house
at 247, Reclamation Street, Yamati, which
was occupied by an old lady, whom they ordered
to keep quiet. Before she had time to scream,
however, she was gagged and a hood was thrown
over her head. The robbers, who were armed
with knives, then proceeded to ransack the
house, and departed with goods to the value of
\$60. As soon as the tenant of the house was
liberated the occurrence was reported to the
police, who subsequently arrested four men on
suspicion of being concerned in the robbery.
They were charged before Mr. Wood yester-
day, and the hearing was adjourned.

The hearing of the charge against the man
arrested in connection with the attempted
robbery in a shop in Queen's Road Central came
on before Mr. Wood at the Magistracy yesterday.
The prisoner, Yung Kwan, was charged with
assault with intent to rob, and Inspector Mur-
rison prosecuted.

Leung Ko stated that he was shroff at 358,
Queen's Road Central, a soy and Chinese spirit
shop. About midnight on the 3rd instant the
defendant knocked at the door, stating that
he was the bearer of a letter from a Chinese.
Witness told him to pass the letter through a
hole in the door, but defendant stated that he
also carried a parcel. Witness then opened the
door and asked for the letter, and as he did so
seven or eight persons entered the shop. Defen-
dant seized the witness by his queue and coat,
while some of the intruders entered the accom-
panying room. Witness released himself and the
defendant ran away. The former gave chase, and
as he gained on the defendant the latter opened
a clasp knife, but was captured by a lunkong
before he got far away.

Au Chai Fan, accountant, told the Court
that a robber entered his room and held him by
the hands. Others were standing at the door,
but did not enter. He fought with the man,
who seized him, and he shouted out, and as
the robbers heard the noise stirring they ran
away. The foks gave chase. There was over
\$1,000 in the safe at the time.

Lukong 957 gave evidence as to the arrest
of the defendant. While opposite Possession
Street in Queen's Road he heard shouts, and on
proceeding in the direction from which they
came he saw two men running and caught the
foremost, who was the defendant. The prisoner
carried a knife in his right hand.

The interpreter's evidence as to the statement
made by the defendant concluded the case for
the prosecution.

Defendant said he knew nothing about the
case, and only happened to be passing along at
the time.

His Worship committed the accused for trial
at the Criminal Sessions.

LATEST STEAMER MOVEMENTS.

The Apsar steamer from Calcutta left
Singapore on the 4th instant afternoon, and
may be expected here on or about the 10th inst.
The Indo-China steamer, Fookong, left Calcutta
for this port via the Straits on the 3rd inst.,
and may be expected here on or about 19th
instant.
The O.R.K. steamer, Sita Patra, left Tacoma for
this port via ports on the 2nd inst., and is
expected to arrive here on or about the 9th
inst.

TELEGRAMS.

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THE IMPERIAL MARITIME
CUSTOMS REVENUE.

PEKING, January 4th.

The estimated revenue of the
Chinese Imperial Maritime Customs
for the year 1909 is Taels 35,250,000.
There has been a large increase in the
exports.

[Only once has this sum been exceeded,
namely, in 1906, when the revenue was Tls.
35,069,595. Last year it was Tls. 32,901,895.
Showing that the increase on this figure in 1909
is attributed to exports, we may presume it to be
largely due to the boom in the bean export
trade of Manchuria.]

THE MACAO DELIMITATION
QUESTION.

PEKING, January 5th.

The Chinese Government has de-
finitely refused to submit to arbitra-
tion the question of the delimitation
of the boundary of Macao, saying that
foreigners favour foreigners.

It is understood that Portugal will
continue to occupy the territory in dis-
pute, placing the onus of her actions
upon China.

Further negotiation is considered
improbable.

[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

THE BRITISH ELECTION
CAMPAIGN.

MR. BALFOUR ON THE NAVY:
MR. ASQUITH ON GENERAL ECONOMIC
IMPROVEMENT.

LONDON, January 5th.

Mr. Balfour, speaking at Hanley,
gave utterance to the gravest warning
in reference to the Navy. He em-
phasised that while the Ministerial
reiteration that the Navy was stronger
than ever was perfectly true, its com-
parative strength was enormously
diminished and unless we bestir our-
selves, Great Britain would be liable
to a catastrophe from which we could
not easily rise.

Mr. Asquith, speaking at Brighton,
quoted the latest figures of the Estate
Market, the issues of new capital, and
banking statistics as showing a general
improvement in spite of the outcry
which has been raised over the Bud-
get.

THE OPIUM QUESTION
IN CHINA.

REPORT BY THE BRITISH LEGATION.

LONDON, January 5th.

A White Book on the subject of
Opium in China has been issued.

Sir John Jordan, H.M.'s Minister
at Peking, forwarded on November
21st a general report by Mr. Max
Mueller, the Councillor of the
Legation, on the suppression of
opium growing in China.

Mr. Mueller believes that China
has more than fulfilled her share of
the bargain; but with a view to
ascertaining definitely what has been
done, Mr. Mueller suggests that India
should send one or two officers on an
extensive tour of the opium-growing
provinces, especially so in the proper
season of 1910.

Sir John Jordan endorses this
suggestion as being the only means of
arriving at the actual facts.

DEATH OF BISHOP AWDRY.

LONDON, January 5th.

The death is announced of Bishop
Awdry, formerly of South Tokyo.

The Bishop's death was announced by
Reuters in error about three weeks ago. A
misprint in yesterday's Daily Press explained
the error. The Bishop and his brother were
lying seriously ill at the same time, and it was
the brother who died three weeks ago.]

THE CHINESE COMMISSION
AT VIENNA.

LONDON, January 5th.

The Emperor of Austria-Hungary
gave a banquet in honour of Prince
Tsai Hsun and the other members
of the Naval Commission at
Schoenbrunn.

Baron von Arentthal, Minister of
Foreign Affairs, and other Ministers
were present.

AN AVIATOR KILLED.

LONDON, January 5th.

At Bordeaux an aviator named De
la Gange fell from a great height and
was killed, his body being horribly
crushed.

SUPREME COURT.

Wednesday, 5th January.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J.
COMPERTZ (PUNISH JUDGE).

THE SLANDER ACTION.

The case in which W. H. W. Loureiro pro-
ceeded against J. C. Cameron to recover damages
not exceeding \$1,000 for slander, was resumed.
Mr. Reader Harris, from the office of Messrs.
Wilkinson and O'Neil, appeared for the plaintiff,
and Mr. R. F. C. Master, of Messrs. Johnson,
Stokes and Master, appeared for the defendant.
The jury consisted of Messrs. P. R. Wolfe,
A. Hamilton and J. H. Mead.

William Bishop, master mariner, was called.
He stated that in August last he had a conver-
sation with defendant, who informed him that he
had procured the discharge of the plaintiff from
the service of the company because he had been
receiving bribes and commissions from the dock
people. He further told witness that he had
written to the company respecting plaintiff,
who, he said, had been getting unnecessary work
done to the boat. Cameron had been offered
25 per cent. by the plaintiff, but the former had
said that if he could not have the five per cent.
he would not have any, and if Loureiro brought
an action against him he would withdraw his
money from the bank and clear out.

Under cross-examination witness denied that
he ran the Tak Hing ashore. It was quite true
she went ashore while he was in command, but
he had been exonerated from all blame by the
Marine Court. His affidavit it was in connection
with that affair that he received notice.
His Lordship said the action was for slander,
but it appeared that the plaintiff was dismissed
in consequence of a letter.

Mr. Harris—No, that was merely corroborative.

Witness added that Captain Cameron showed
him a letter that he had written to the com-
pany, and stated that it was by writing that
letter that he had got the plaintiff dismissed.

His Lordship—That is very important.
A. J. Wetherhead, mate on the *Shun Lee*,
said he was on board that steamer in July last
when Captain Cameron was in charge. On the
11th he was in his room and heard loud voices.
He heard Captain Cameron call the plaintiff a
liar and a black.

Cameron, from the body of the Court—Speak
the truth, please.

Witness said that all that he heard further
than this was plaintiff asking what was the
matter and what he had done. The following
Saturday plaintiff was discharged. Afterwards
Cameron told witness that the reason plaintiff
had been discharged was that he had received
bribes from the dock people. He added that
very heavy bills for repairs had been incurred.

Cross-examined—
Did you ever abuse Captain Cameron?—
Well, he insulted me and I told him what I
thought of him.

And in consequence you were summoned by
Captain Cameron at the Police Court and
bound over to keep the peace?—Yes.

W. Cooper, master mariner, also gave
evidence and spoke of plaintiff and defendant
having had quarrels, but that they had been
good friends afterwards.

Why were they on good terms?—Loreiro
was a sort of go-between with the captain and
the company. He had great influence with the
captain.

Do you know anything of the customs
between masters and engineers as to commis-
sions?—No.

Mr. Harris asked for an adjournment, as a
witness whom he had cited was unable to at-
tend owing to his having met with an accident.

Mr. Master opposed the adjournment, but
Mr. Harris having pointed out that it was not
his fault that the witness was not present, the
further hearing was adjourned until Friday
afternoon.

RABIES AT KANDY.

A DOG ATTACKS TEN PERSONS.

On December 20th, says the Kandy corres-
pondent of the *Times of Ceylon*, a bit of a
scare was caused in Kandy by a rabid dog.
The animal, it appears, belonged to Major
Fisher, of the 93rd Infantry, and was kept
chained up as a suspected case. The dog how-
ever, got loose and ran about followed by a few
of the 93rd Infantry men with spears and sticks,
while one of the European officers was also out
with a gun. The dog ran along Brownrigg
Street, and getting into Castle Hill Street, bit
the four-year daughter of Mr. Sgt. H. Johnson,
Instructor of the C.F.R.C. Getting into Trin-
comalee Street, the animal inflicted a wound on
the child of a Police Sergeant. It turned back,
and near the market a child and several others
were badly bitten. Ultimately the dog was
killed near the Queen's Hotel by one of the
93rd Infantry men. Mr. Johnson's child was
sent to Dr. Hay, who treated the wound, and
most of the others bitten were also similarly
treated. In all ten persons were bitten, by the
dog.

Mr. Sgt. Johnson intending send his child to
Colonel. The others, too, will have to be sent
there. The body of the dog was taken to the
establishment of Messrs. T. A. Pale & Co.,
where Mr. Pale took out the parts necessary
for examination and sent them to Dr. Hay to
be forwarded to Colombo.

In the afternoon Mr. C. L. Tranchell,
Superintendent of Police, and Mr. Harold
North, Secretary of the Queen's Hotel, with a
police constable armed with guns, paraded the
streets and put an end to as many as fifteen
stray dogs—a step in the right direction. It is
hoped that the Municipality will take steps to
get all dogs muzzled.

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

December 10th, 1909.

SHIPMENTS TO THE EAST.

The Hamburg Association of Exporters and the Association of Textile Manufacturers of Saxony and Thuringia have lately agreed upon a new form of contract for shipments to the East Indies, the terms of which may be of interest to your readers, as it is likely to be adopted for the trade with the Far East and other countries, if found to work satisfactorily. It will come into force on the first of January next. It provides that the place of delivery shall be the port or the town abroad stated in the contract, and that the goods shall there be examined by the buyer within thirty days after arrival, but in no case later than a hundred days from date of landing. Shipping samples shall be sent to the buyer, or if resident abroad to his agent or representative in this country, for examination and approval, who shall within the course of ten days notify to the seller any defects they may discover, or in default be deemed to have accepted the goods. After such notification or in case shipment is delayed beyond the time specified in the contract the buyer shall have the right to deduct 10 per cent of the invoice amount, the same to be deposited with the Deutsche Bank in the joint names of buyer and seller until the matter shall have been settled.

Surveys by the Chambers of Commerce of Calcutta, Bombay, Karachi, Rangoon and Madras are to be accepted without reservation by both parties unless there is reason to believe that wrong samples have been submitted to the experts or that the latter have not been made fully acquainted with the terms of the contract. Private surveys are subject to revision by a court of appeal to be held alternately in Hamburg and to consist of two expert merchants of Hamburg or of Saxony and Thuringia and two members of the Saxo-Thuringian Manufacturers' Association, under the presidency of a jurist. Surveys in Bombay shall be considered equal to a survey by a Chamber of Commerce provided that an umpire appointed by the Hamburg Chamber has taken part in it. The seller shall be allowed a fortnight's grace beyond the time specified for delivery of the goods, whilst any interruption in the working of his factory by causes beyond his control (force majeure), by strikes, lock-outs, &c., shall relieve him of all responsibility on this point. For samples and patterns 1 per cent of the amount of the invoice is to be allowed.

All claims to be made within twelve months from the date of the arrival of the goods in the port abroad.

Besides these there are special clauses of minor importance relating to the terms of sale and delivery, &c., contained in the present contract of the Saxo-Thuringian Association of Manufacturers, the making up of the selling samples for the arbitrators, the packing of the goods, &c.

All disputes arising out of the contract to be settled by the court of revision and arbitration mentioned above, to the exclusion of all legal proceedings.

Both parties to be subject to the jurisdiction of the court in the town where the Association the export merchant belongs to has its office.

THE TRADE OF HAMBURG.

The literary bureau of the Hamburg America Line has just published in a clear and concise form a set of statistics of the trade of the port of Hamburg in the year 1908. Overseas imports and exports amounted altogether to 20.4 million tons of the value of 5.75 milliard marks, which shows a falling off compared with the previous year owing to the prevailing depression in trade. The imports alone came to 14.4 million tons worth 3.2 milliard marks, the exports to 6 million tons of the value of 2.6 milliard marks. More than one-half of the former in value consisted of raw materials and half-finished goods and over one-third (932 millions) of articles of food. Amongst the exports manufactured goods of various descriptions occupy the first place (967 millions), in the second are found raw materials and half-finished goods to the extent of 846 million marks, followed by articles of food amounting to 735 millions. The trade with European ports figures for 2,650 marks (1,206 imports and 1,444 exports) then follow that with the United States totalling 2,035 million marks (imports 1,346, exports 690), that with Asia 634 million (imports 385, exports 249), Africa and Australia bringing up the rear with 328 (imports 189, exports 136) and 117 (imports 73, exports 44), respectively.

Trade between this country and Norway is increasing both in volume and in value; exports from here have risen from 101.4 million kroner in 1907 to 111.6 in the present year, whilst a slight falling off in imports thence—37.5 against 39.5 million kroner—may perhaps be accounted for by the fact that no separate account is kept in Norway of goods destined for this country but shipped via a Dutch or Belgian port, of which the quantity must be considerable. The principal articles imported from Norway are fish, lobsters, trout, oil, timber, bran, chloride of soda and certain other chemicals, and skins, whilst the exports thither consist chiefly of rye, wheat, oats, sugar, machinery, woollen goods and tobacco. Of Swedish iron ore exported via Narvik in 1908, viz., somewhat over 1,500,000 tons, the most went to Germany.

THE TONE OF THE MARKETS.

A quieter tone has of late prevailed in most of the markets, as is very often the case towards the end of the year, particularly for great excitement; cotton, however, remains active owing to the fallings off of receipts in the States, a bullish glimmer report issued yesterday, and the fear of a low estimate of the crop by the Agricultural

Bureau in Washington to be published to-day. The parliamentary crisis in England has so far exercised no influence on business, but apprehensions are entertained lest a return to protectionism in Great Britain should materially affect the trade between the two countries which hitherto have been each other's best customers. The Press on the whole treats the crisis with great reserve; whilst the more conservative papers, although differing in opinion as to the wisdom of the step taken by the Lords, admit that action was forced upon them, and hope it may tend to stem the tide of socialism which has made such astonishing progress within the last ten years in conservative Old England, the Liberal and Radical organs condemn the resolution passed by the Upper House as unconstitutional in terms more or less strong according to their political tendencies. The *Vorwärts* hails it with delight as likely to lead to the utter discomfiture of the aristocratic element and the advancement of the socialistic movement.

A TERRIBLE EXPLOSION.

A frightful explosion occurred at the gasworks at the Grassbrook on Tuesday, a new meter of the capacity of 200,000 cubic meters was being charged for the first time, and when half filled suddenly exploded, shooting forth tremendous flames and causing widespread havoc all round. The old meter containing some 50,000 cubic meters followed soon afterwards, increasing the disaster. The cause has not yet been ascertained nor the extent of the damage done; unfortunately there has been great loss of life, fourteen bodies, charred and almost unrecognizable, have so far been recovered and it is feared that more may still be lying hidden under the debris. Between forty and fifty injured persons, most of them in a most pitiable condition, have been removed to the hospitals, some of whom it is thought will scarcely survive.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

A meeting of the Council was held at the Board Room on the 14th December, when there were present: Messrs. W. H. Wallace (chairman), W. Kruse, J. Moncari, Lim Nee Kar, K. Tsudzarabara, and the Asst. Secretary, Mr. E. A. Hartley.

A RESIGNATION.

A letter was read from Mr. Wilson resigning his seat on the Council in consequence of his departure from the port. The Asst. Secretary was directed in acknowledging receipt of this convey to Mr. Wilson the Council's regret at the loss of his services, and to thank him for the assistance rendered during his office as Councilor.

It was unanimously decided to ask Mr. Marshall to fill the vacancy on his arrival at the port.

OBJECTION TO A BUILDING.

A verbal complaint was reported to have been made by the Fukien Drug Co. in connection with a building which was being erected along side their stores. They objected to its close proximity, apprehending danger from fire. The Works Committee, Messrs. Kruse and Fenwick, decided to inspect the same before the complaint was disposed of.

MUZZLING OF DOGS.

The order regarding the muzzling of dogs which came into force on the 23rd September was rescinded on 11th December, the Health Officer having declared it to be no longer necessary.

POLICE REPORT.

The following cases were reported to have been dealt with at the Mixed Court since last meeting:—*Arrests*—Loitering after 12 midnight, 1; disorderly conduct, 1; Committing a nuisance, 1; obstructing the police, 1; breach of regulations, 2; wilfully disobeying the contents of a proclamation regarding brothels, 1. *Summonses*—Allowing pigs to stray on the public roads, 1; debt, 1; non-payment of sampan licence fees, 1; assault, 1; refusing to hire his sampan, 1.

"MULTIPLIED SORROWS OF THE HEATHEN."

Under this caption the *Sheffield Independent* prints the following letter from the Rev. Frank Turner, of Tongshan:

I was the missionary who spoke on the above subject at Pysbank, and contrasted these sorrows with the "goodly heritage" enjoyed by children in a Christian land.

Your correspondent objects to my statement that in China thousands of girls are put to death at birth, and to my telling how people die in the open streets from cold and hunger; and calls this "cheap gallery humour." None but a fend could laugh at sights constantly seen by missionaries in the interior of China.

I am pro-Chinese. I believe in the future of that great nation, and I speak of her multiplied sorrows only to rouse others to help in the only effort which can ever alleviate them—the effort to give China that Gospel through the working of which England is happy and free.

No one expects a man to relish hearing his country held up as an object for pity; but the facts stated are beyond question. Any traveller in China knows that infanticide is still sadly prevalent; lady doctors could tell many a gruesome tale.

I have lived in China since 1887, yet I do not know to-day ten unmarried women, while I have met hundreds of unmarried men. Why is this preponderance of the male sex over the female known only in heathen lands?

As to starvation, there are in Tongshan the graves of thousands who died in one winter, and whom I helped to bury during a famine which raged while I resided there.

Our premier, the Hon. Mr. Wang, died of "famine fever" contracted while relieving such distress. What also can be expected when there is no national provision against widespread poverty and constantly recurring famine? For what purpose, but to avert these sad results, have Mission House funds been repeatedly sent to China?

Already China is beginning to change as the result of Christian influences at work, and her people, like your correspondent, are coming to be ashamed of these things and would hide them.

THE FRENCH SCIENTIFIC MISSION TO TURKESTAN.

A banquet was given on the 8th ult. at the Hotel Continental, Paris, by the Comité de l'Asie Française in honour of M. Paul Pelliot and M. Nodding on the occasion of their return from Central Asia after the successful scientific mission on which they had been sent by the Comité. Associated with them as a guest of honour was M. Robert de Caix, the French publisher of *Le Tour du monde*, who had accompanied Pelliot and Nodding to the Far East, and who has achieved the position of being one of the leading French authorities on Far Eastern questions. M. Sonart, president of the Comité de l'Asie Française, presided, and the Government was represented by M. Pichon, Minister for Foreign Affairs. Prince Roland Bonaparte represented the Geographical Society, of which he is president, and there were also present official representatives of the Colonial and other Ministries, of the Académie des Inscriptions et Belles Lettres, and of the Académie des Sciences, as well as the Chinese Minister, the Councillor of the Japanese Embassy, Prince d'Arenberg, and MM. Deschanel, Doumer, Denys Cochin, and Delafosse.

The mission which was honoured by this representative welcome home to-night was equipped by the Comité de l'Asie Française, the Ministry of Public Instruction, the Académie des Inscriptions et Belles Lettres, and other scientific and general interest, by porters like M. Robert Loubat, Prince Roland Bonaparte, the Duc de Loubat, and M. Sonart, at a cost of about £16,000. Its programme was of the most comprehensive character, since it did not merely undertake a geographical survey of little known regions in Russian and Chinese Turkestan, but also aimed at bringing home collections illustrative of the history of these regions and of their early civilization, their religions, their art, and also of their flora and fauna.

The French mission which has just returned has been able to accomplish topographical surveys extending over a distance of 3,000 kilometres. Dr. Vaillant's maps are based upon the establishment of 25 astronomical points, which enable the geography of the regions he traversed to be determined with an approximation of 400 metres as regards latitude and about one kilometre as regards longitude. The journey was accomplished on horseback from Andjian, in Russian Turkestan, to Cheng-chu, on the Peking-Hankow line. The most difficult part of the route was the crossing of the Taldyk Cavan range, when a height of 13,120 ft. was attained. The temperature in summer rose to 100 deg., and in winter it sank to 31 deg. below zero Fahrenheit. The work of the expedition, however, was at no time interrupted.

RESULTS OF THE MISSION.

The results have been remarkable from the point of view of natural history and anthropology, and many unique specimens have been added to the Paris museum. But it is the archaeological and bibliographical results that are most surprising. The expedition has brought home from Tuen Hwang wooden statues and paintings on silk which are alleged to be of a date anterior to the 14th century, and archaic bronzes acquired at Singfau of the fifth century B.C., as well as an elaborate photographic record of similar antiquities. The find of manuscripts has surpassed all expectations. At Tuen Hwang the expedition secured a whole library, including a Nestorian manuscript, printed records dating from the seventh century, and records stamped on wood of the same date—in fact, many thousands of documents which will be incorporated in the Chinese section of the National Library, and most of which were unknown in Europe and in China itself. At Peking the collection made a great impression on a kind of association, and is stated to have been constituted there in order to reproduce in facsimile numerous manuscripts which are of special importance for Chinese history and literature.

A public reception was to be accorded to the members of the mission in the great amphitheatre of the Sorbonne on Friday.

CHINESE COPPER COINAGE.

The Ministry of Finance has submitted a report to the Throne, traversing a memorial presented by Chang Yü-yang, through the Consulate, as representing the views of the Shanghai gentry and merchants on the injury caused by the superfluity of copper cents in China. It concurs with the views expressed in the memorial that the superabundance of copper cents is injurious to the commerce, trade, agriculture, and the general public, and that it affects adversely Government funds and causes a loss of interest to the country. The Ministry says that orders have been given to the different provinces to cease minting these coins, and in consequence the Tientsin, Nanjing, Hupoh, Hunan, Honan and Fukien mints have already ceased operations. In Soochuan and Kiangtung, the mints will also stop minting shortly, when they have finished with the stock of copper in hand. In view of the insufficiency of the coins in Yunnan province no order has been issued to cease minting there. With regard to the prevention of counterfeiting the Ministry proposes to comply with the memorialists' suggestion and to instruct all the Viceroy and Governors to employ special detectives and to offer rewards for the discovery of the minting of counterfeit coins, which offence will be severely punished. The Ministry reports that until the new currency has been adopted and its supply and demand has been regulated, the calling in of cash notes is suggested may involve a panic among the lower classes, and the step should therefore, be deferred. The suggestion that the Ministry should try to distribute a necessary number of the coins for currency in frontier provinces is deemed impracticable as being against popular prejudice.

Commenting on the suggestion that the Government should fix a time for the redemption of the copper cents at one hundred for one dollar, the Ministry fears a "corner" by crafty merchants, or that the step would afford greater encouragement to counterfeiters.

The suggestion that these coins should be accepted in payment of all taxes and duties by the Government is disapproved, on the ground that the rule should not be applied to the Provincial Treasury, as well as to the local Yamsins, as the former has to make payments and issue funds in silver. The evil of local magistrates unduly depreciating cash in the collection of taxes is, however, admitted, and it is proposed that local authorities should be ordered to accept all cash at market rates.

The Ministry agrees with the view expressed by the memorialists that the uniform currency should be adopted as soon as possible, and that a legal tender principle be enforced. It concludes its report by stating that it will order the Central Mint to strike silver coins and will direct the currency system in force in foreign countries and to formulate a suitable system for China in accordance with exigencies. It is thus hoped that once the currency system is established the copper coin difficulty will vanish as a matter of course. —N.O. Daily News.

THE HEALTHY CHEST.

SOME HINTS TO ATHLETES.

Almost equal in importance to a knowledge of the heart in athletics is a knowledge of the lungs. What is the lung? And of what is it made? And how is an athlete to keep it in good condition so that it may perform its duty to the wonderful at that deformities in the chest and weak expansion are very prevalent. The walls of the chest, being to a great extent rigid, exert a very important influence over the health of the contained organs, and since changes in shape and size to these organs can on the other hand produce gradual sinking in or forcing out even of these rigid walls, it is well worth while just to enumerate these conditions.

The healthy chest is gently rounded all over, and if one could imagine it in transverse outline, it would present an oval shape, is slightly flattened behind, where the spine joins the ribs. The diameter should measure in the proportions of 10 to 7, that is, if the side-to-side diameter is 10 inches, the front to back should be 7 inches. The circumference, or "chest measurement," as it is usually known, varies from 33 to 40 inches for a man of five feet in height to about 40 inches for a man of six feet, but one very often finds athletes greatly in excess of these figures.

Long chest is one in which the shoulders slope downwards, the ribs incline inwards, as they come too far forwards; the circumference is small. In addition, the neck is long. The throat prominent, and the shoulder blades stand out behind. It is in this type of chest that one is liable to find consumption and other lung diseases, the reason probably being that the lungs are never properly expanded. This long chest, however, can be made into a good one, and the circumference rapidly and greatly increased, by proper exercises.

Flat chest is often the consequence of previous lung disease. In this form, the ribs and cartilage grow too straight in front, so that the chest loses its fulness. This form is partly curable, especially in youth, by the above-mentioned exercises.

Barrel chest is one in which the ribs are too horizontal. The shoulders are, therefore, raised, and the chest is short and squat, very closely resembling a barrel, the ribs representing the hoops. It is the opposite, in every respect, to the long chest. This form is due to too forcible expansion of the lungs, especially in the disease called "emphysema."

Rickety chest is, as its name indicates, due to rickets in early life, and after "setting" does not improve much with exercise, as the bones are malformed.

Pigeon chest is familiar to all, and needs no description. It is also very difficult to improve this type with exercises, but undoubtedly some good may be done.

Bulging of the chest is often due to deformities of the spine. One side is flattened, and the other side is bulged out. Exercises improve this condition very much indeed, and help to restore the balance by straightening the spine.

Hollowing of the chest occurs in many diseases, conditions of the lungs, consumption and pleurisy being the most common causes. The pleura being the most common cause, the lung substance itself shrinks in these diseases, and due to atmospheric pressure from the outside, the whole chest wall sinks in. Very excellent results follow the use of exercises in this condition, and consumption has often been stayed off or entirely cured by means of expansion exercises. —Dr. J. KERR LINDSAY—*Athletic News*.

LOSING A MARKET.

The *New York Sun* says:—Consul Fisher, stationed in Newchwang, has submitted a report in which he shows the loss of Manchuria as a market for American cotton goods, and gives the reasons for the loss. He says, and proves by figures, that "until 1905 the United States practically had a monopoly of the trade" of Manchuria. The leading Manchurian ports of entry are Newchwang, Dairen and Antung. From Mr. Fisher's report and from a report made by Consul Greene of Harbin the following figures are taken to show the importance of pieces of gray shirtings, gray sheetings, drills and jeans, and the sources of supply, in 1898 and 1908:

	1898	1908
United States	1,094,629	989,392
Great Britain	30,540	298,099
Japan	260	435,046
Total	1,125,429	1,692,536

That is, in 1898 the United States held 97 per cent of the trade of that market in the indicated commodities, while in 1908 it held less than 60 per cent of a much larger business. All of the increase in the business and a part of the loss of trade passed to the hands of competitors, notably the Consul Greene, who tributes the Japanese gain to the activity and the trade methods of those alert trade hunters. He says that if a Manchurian merchant wants American goods he orders them from a dealer in Newchwang, who obtains them from an importer in Shanghai. This subjects them to added charges for freight, commissions and exchange. The Japanese carry stocks in the principal market towns, where the buyer can see what he is buying and secure immediate delivery of his purchases. This is a heavy handicap, but it is not an insurmountable obstacle. The normal Manchurian imports of manufactured cotton goods are reported as of a value of about \$5,000,000 a year. Consul Greene and Consul Fisher are in full agreement as to methods by which Americans may expand their present sales. Mr. Greene puts it tersely by saying, "the remedy is simply for American manufacturers to follow the example of the Japanese and to sell their business themselves." Surely a fair share of a \$5,000,000 business is worth an intelligent struggle, and Mr. Greene points out clearly the proper line of action. The alternative is evidently a further loss of business and a trade defeat by the Japanese, our energetic rivals in that region.

WEATHER REPORT.

On the 5th at 12.05 p.m.—The barometer has fallen quickly over W. Japan and the Philippines, and risen slightly over N. China. The depression is moving Eastwards over the Sea of Japan.

Pressure is highest over the Pacific in the neighbourhood of the Bonins in the East, and over the Yangtze valley in the West.

The monsoon will probably freshen in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood. Same as No. 1. South coast of China between. Same as No. 1. Hongkong and Lamook. Same as No. 1. South coast of China between. Same as No. 1. Hongkong and Hainan. Same as No. 1. N.E. winds, light to fresh; fine at first, cloudy and misty later.

P. & O. STEAM NAVIGATION COMPANY.

SIR THOMAS SUTHERLAND presided on the 9th ult. at the annual meeting held at the head office, 122, Leadenhall-street, London.

The CHAIRMAN said that they had expected a very indifferent year. Twelve months ago there was a glut of tonnage in every part of the world, especially in the great ports in the Far East, and they themselves had almost a small fleet of ships laid up in London. They, therefore, brought forward an exceptional balance in their account, in case it might be required in order to meet some emergency. He was glad to say they had not required that balance; on the contrary, after charging their accounts with the full amount of depreciation due—£275,917—they were able to pay the dividend and bonus to which the proprietors had been accustomed for a considerable number of years, and to carry forward a larger sum than they did in the previous year—namely, £268,488. In the circumstances they might, he thought, congratulate themselves on the results of the year's working; it was largely due to the varied character of the company's business, which was never bad on all points, and to the safe navigation of their fleet.

OVER-TAXATION OF SHIPOWNEERS.

They had sold during the past year five of their older steamships. These cost originally £650,000 odd, and they realized £45,000. That demonstrated the necessity of a liberal appropriation for the purpose of depreciating the value of ships from the first moment they came into existence in their service, and it also showed the over-taxation to which shipowners were made liable in the present day. Formerly shipowners were allowed by the Landed Revenue to charge 5 per cent depreciation by way of sinking fund on the original cost of their ships, but about 15 years ago, when the Revenue altered that condition entirely, and after wobbling about for some time they eventually dropped down upon 4 per cent on the original cost of the ships. If the company had only charged 4 per cent on the first cost of those vessels which they had sold, instead of their having no loss on the transaction they would have incurred an actual loss of nearly £60,000. In the 15 years since that alteration was made they had been overcharged in the way of profit to the extent of nearly £90,000—that was to say, they had paid income-tax, in round figures, of £50,000 which they ought not to have been called upon equitably to pay. (Hear, hear.) Taxation, of which they had all been hearing a great deal, was a highly progressive science in the present day, and all owners of property must be thankful, not for being taxed, but for having any property left. (Laughter.) The company's present fleet had cost them £29,250,000. In the balance-sheet of the year the value of four very costly vessels, the *Arcturion*, *Arcturion*, *Arcturion*, and *Arcturion*, had been £1,250,000, and that had the effect of raising the book cost of the entire fleet to the extent of about 35s. per ton. But if they allowed for their cash reserves against that, they would find that the ships, including the new vessels, stood at £24 4s. 3d. per ton. That was certainly a very moderate figure for modern and costly ships, which originally cost £25 12s. 6d. per ton. The company had extended their services in various directions, and they had made an experimental extension on a certain voyage of their ships from Australia to New Zealand, which, he hoped, would be a highly popular movement in the Dominion of New Zealand. Then there was a decided improvement in their service to Japan by linking up a fast fortnightly line between Shanghai and Yokohama, which he believed would be the means of bringing more "grist to their mill." They had also added many other ports to their itinerary. The extension to these new places had reference to new trades which were being opened up in China, Japan, and the Straits Settlements. In the revenue account the most conspicuous feature was that under the heading of freight and miscellaneous earnings, amounting to £1,518,818, which only differed by the trifling sum of £1,263 from that of last year.

PROSPECTS OF THE FREIGHT MARKET.

The prospects in the freight market were better now than they had been for the last three years. At the present moment the company had no ships laid up, and if they should be so fortunate as not to have the East inundated with superfluous tonnage, they certainly might hope for an advance of revenue in this important part of their business this year. Their passenger returns showed better than their freight returns in some respects. They amounted last year to £1,236,493, showing an improvement over the previous year of £65,000. There had been considerable disappointments in the Indian trade, owing to the fact that the tourist business, which was until the American crisis a very important factor of their work, had never resumed its activity. What the cause might be it was impossible to say. It might be that the feeling of uneasiness in India had something to do with it, but he had no doubt that eventually they would recover that part of their business, for, after all, there was no country so interesting and so well worth visiting as India. Referring to the Siberian Railway route, he said it was shorter, especially for North China, and it was necessarily quicker than the sea route. There was a great deal of business going on in the Far East. In China, Korea, Japan, Formosa, and the Straits Settlements there was a great movement in trade, and they could only hope that sufficient traffic would be by and grow up to benefit not only the land line, but also the sea conveyance, which was certainly by far the more luxurious and the more comfortable of the two. Discussing the mail service subsidy, it would be seen, he said, that they had come down to bedrock. They were being paid £350,000 a year, against £340,000 under their late contract. While the subsidy in old times was fully 25 per cent of their gross earnings, it was now less than 10 per cent, and the result was that they had not only come to bedrock, so far as this particular contract went, but he questioned very much whether the public would ever receive again the same service as the company were performing now on as cheap terms as they were now acting. The conditions of their contract were far more severe than those which applied to the foreign services with which they were in competition. A Japanese company had just placed 11 steamships in the trade between Japan and England, and the Continent of Europe. They were not mail steamships, although they were excellent vessels, but they were given a subsidy of £325,000 a year, or £20,000 more than the British Government paid to the P. & O. Company for their service to India, to China, and to Australia. Shipowners were instinctively free-traders; they revelled in free imports, but when they came to see the protection extended by foreign countries to their shipping it gave them "to think furiously" and to wonder what the future would be. Referring to the expenditure, he said that in the last four years their coal account had risen by £100,000. When the shilling export duty on coal was taken off the price bounded up suddenly to an enormous figure, and he saw no prospect of lower prices this year than they had last year. They all saw what was taking place in Australia. They had received that morning alarming telegrams as to the stoppage of work

BABY'S ECZEMA CURED IN A WEEK

Began as a Rash but Soon Thick Crust Covered Tiny Baby's Head—People Said Child Would Never Get Over It—Treated by Several Doctors and Two Hospitals.

OTHERS FAILED BUT CUTICURA SUCCEEDED

"I think it but right that we should let you know what Cuticura has done for our baby boy. When three months old a rash came on his head, which turned to eczema and a thick crust formed all over his head. People said he would not get over it. We tried several doctors and two hospitals, one being the Royal Hospital, but their treatment did not seem to do any good. Seeing about the Cuticura Remedies in the paper, I wrote you for a book. We then bought Cuticura Soap and Ointment, and in a week the crust had gone and his head was like silk and his hair soon sprang for our baby boy. We were able to get some sleep and we bless the Sunday we saw it in the paper. We shall always be praising and recommending the Cuticura Remedies, and we are worthy of it and are worth three times the money. We are still buying Cuticura Soap and Ointment, and as they have cured our boy we are going to try Cuticura Resolvent to keep his blood clear. You are at liberty to make what use of this testimonial you may think fit; in the meantime we will do all in our power to make Cuticura known. Mrs. G. Ashman, 824, Hampstead Rd., London, N.W., England, June 17, 1908.

SKIN-TORTURED

Disfigured Men, Women and Children

Instantly relieved and speedily cured, in the majority of cases, by warm baths with Cuticura Soap, gentle applications of Cuticura Ointment, and mild doses of Cuticura Resolvent Pills, when all else fails. This treatment is the purest, sweetest and most certain, and may be used from the hour of birth. Cuticura Remedies are sold throughout the world. Sole Agents: The Anglo-Siam Dispensary, Ltd., 27, Abchurch Lane, London, E.C. 4. Sole Agents for Australia, N.Z., India & Ceylon: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for Hong Kong & Shanghai: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Straits Settlements, F.M.S., and the East Indies: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Philippines: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Malay Peninsula: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Celebes: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Moluccas: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the East Indies: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Philippines: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Malay Peninsula: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Celebes: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Moluccas: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the East Indies: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Philippines: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Malay Peninsula: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Celebes: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Moluccas: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the East Indies: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Philippines: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Malay Peninsula: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Celebes: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Moluccas: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the East Indies: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Philippines: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Malay Peninsula: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Celebes: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Moluccas: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the East Indies: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Philippines: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Malay Peninsula: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Celebes: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Moluccas: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the East Indies: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Philippines: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Malay Peninsula: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Celebes: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Moluccas: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the East Indies: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Philippines: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Malay Peninsula: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Celebes: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Moluccas: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the East Indies: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Philippines: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Malay Peninsula: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Celebes: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Moluccas: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the East Indies: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Philippines: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Malay Peninsula: Messrs. J. & J. G. Bennett, 10, Market Street, Sydney. Sole Agents for the Celebes: Messrs. J. &

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matter the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's.

P.O. Box 35. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

THE Interest and Responsibility of Mr. PETER CHANATONG and Mr. JOSEPH CHANATONG in our Firm CEASED on 31st December, 1909.

FERNANDEZ & Co.,
Hongkong and Canton.
Hongkong, 6th January, 1910. [134]

TO LET.

AT THE PEAK.

UNFURNISHED—A Six-Roomed House for a term from 1st April.

FURNISHED—One Six-Roomed House and One Five-Roomed House for 6 or 8 months from 1st May.

DENNIS & BOWLEY.
Hongkong, 6th January, 1910. [135]

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"SUVERIC"

FROM HONGKONG,
ON THURSDAY, 13TH JANUARY.

FOR VANCOUVER DIRECT.

To be followed by the

OCEANO ... 10th February.

KUMERIC ... 10th March.

AYMERIC ... 7th April.

SUVERIC ... 5th May.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO.
Hongkong.

Hongkong, 6th January, 1910. [136]

NOW ON SALE.

MAIL TABLES

FOR 1910.

Shows the dates of departure of the Mail to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents.

On Paper 20 "

On Sale at the Hongkong Daily Press Office.

ESTATE OF THE LATE GEORGE PADGETT TAYLOR, OF TAIHOKU, FORMOSA.

LETTERS of Administration of the Estate of the late GEORGE PADGETT TAYLOR, of Taihoku, Formosa, who died December 17th, 1907, having been issued to the undersigned, it is requested that Particulars of all Claims against or Debts due to the said Estate be in by February 28th, 1910.

A. R. FIRTH,
Acting British-Consul, Tamsui.

Tamsui, 22nd December, 1909. [1575]

WANTED.

A BOOK-KEEPER for a Manila Firm. British preferred. Age must be under 30 years, must have had previous experience in a Merchant's Office; state qualifications, references and when free.

Reply— "BOOK-KEEPER,"
Care of "Daily Press" Office.

Hongkong, 6th January, 1910. [129]

"SOLIGNUM"

A perfect preservative stain for Wood, Stone and Brickwork.

It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of Various Colours.

Prospectus and all further information from

SIEMSEN & Co.
(Machinery Dept.), Hongkong.

Solo Agents
Hongkong, 8th December, 1909. [1494]

FOR SALE.

A Quantity of NETTING for Tennis Courts, etc.

TABLE BILLIARD SETS, SLATE BEDS, from \$40.00.

CHINA EXPRESS CO.,
3, Duddell Street.

FOR SALE.

THE Cutter Yacht "BRYNHILDE" as she lies off Air King's, with all Gear and Stores, Bedding and Mess Traps on Board.

Length over all, 42 feet; Beam, 10 feet 3 inches; Draught, 5 feet.

Load—Keel—weighing 7,030 lbs. Teak Built, Copper-Fastened.

New Sails, Area about 1,700 square feet.

Large English-built Dinghy, Three Anchors, Chain and Bump Cables, Two Life Buoys, Compass, Lights, &c.

Complete and ready for sea.

LEIGH & ORANGE,
Princes Buildings,
2, Des Voeux Road Central.

Hongkong, 31st December, 1909. [106]

NOTICES OF FIRMS

NOTICE.

MR. COLIN CUNNINGHAM SCOTT is admitted a Partner in our Firm from this Date.

BUTTERFIELD & SWIRE,
Hongkong, China and Japan.
Hongkong, 1st January, 1910. [111]

NOTICE.

THE Interest and Responsibility of Mr. AUGUST ZICKERMANN in our Firm CEASED on the 31st December.

Messrs. GUSTAV ENGEL and HANS TIEFENBACHER have been admitted partners from today.

WM. MEYERINK & Co.,
1st January, 1910. [114]

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
Assets Exceed £11,000,000.

AACHEN AND MUNICH FIRE INSURANCE COMPANY.
Reserves £1,022,772.

THE Undersigned, AGENTS for the above Companies, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & Co.,
Hongkong, 1st January, 1910. [119]

NOTICE.

THE Interest and Responsibility of the Undersigned in the Firm of MACWEN, FRICKEL & Co., CEASED on 31st day of October, 1909.

A. FINDLAY SMITH,
Hongkong, 1st January, 1910.

In reference to the above, I have taken over the interest, goodwill, debts and liabilities of MACWEN, FRICKEL & Co., from 31st day of October, 1909.

GEO. LEO DUNCAN,
Hongkong, 1st January, 1910. [116]

NOTICE.

MR. ERNST OSCAR RUDOLPH VOLBRECHT is admitted a Partner in our Firm from this Date.

MACWEN, FRICKEL & Co.,
Hongkong, 1st January, 1910. [117]

NOTICE.

MR. ERNST VOLBRECHT, having Left our Employ, CEASES to Sign per Procuration from this Date.

F. BLACKHEAD & Co.,
Hongkong, 1st January, 1910. [118]

NOTICE.

THE Public are hereby informed that on and after the 3rd day of January, 1910, the Business known as YAU KEE (present owner Kwok Chai) of No. 30—Lyndhurst Terrace, together with the goodwill, will be taken over by Hor Hing Cheung, who will not be Responsible for any Debts or Losses of money contracted in connection with the said Business prior to that Date.

HOP HING CHEUNG,
Hongkong, 31st December, 1909. [1579]

CHARGEURS REUNIS.

BY mutual agreement between the Compagnie des MESSAGERIES MARITIMES and the Compagnie des CHARGEURS REUNIS, the Hongkong Agency of the CHARGEURS REUNIS will from the 1st of January, 1910, be transferred to Messrs. P. A. LAPICQUE & Co. (Queen's Building, No. 4).

CHARGEURS REUNIS,
P. LAPICQUE & Co.,
Agents,
MESSAGERIES MARITIMES,
P. THOMAS,
Agent.

Hongkong, 31st December, 1909. [1578]

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a Liquid Food in predigested form containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic. Highly recommended by the local medical profession in Cases of DEBILITY after MALARIA, from OVERWORK or other causes, ANEMIA, NERVOUSNESS or DYSPEPSIA. Samples on Application.

Also Just Received:

PABST (American) BEER, in barrels of 120 bottles. In view of the Arrival of the American Fleet in a few days, please order early as our stock is limited.

SIEMSEN & Co.,
Agents,
Hongkong, 14th December, 1909. [1519]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.,
Hongkong, 26th October, 1909. [1514]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.,
Hongkong, 6th March, 1907. [38]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HONG LOONG STREET, (2nd Street, west of Central Market). Telephone No. 515.

[563]

PUBLIC COMPANY

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Offices of Messrs. SHERMAN, TOMES & Co., Victoria, Hongkong, on SATURDAY, the 15th day of January, 1910, at 11 o'clock in the forenoon, for the purpose of considering and if thought fit confirming as a special resolution the proposed resolution which was passed by the requisite majority at the Extraordinary General Meeting of the Company held on the 5th day of December, 1909.

That the Articles of Association of the Company be altered.

1. By inserting therein immediately after paragraph 4 of Clause VIII. a new paragraph as follows:

5. Whenever the Capital of the Company is divided into several Classes of Shares all or any of the rights and privileges attached to any Class may be modified altered sub-divided re-arranged or dealt with by Special Resolution of the Company passed pursuant to an Agreement in writing made between the Company and some member of the Class purporting to contract on behalf of the members of the Class provided such agreement shall before the Special Resolution is passed be ratified by Extraordinary Resolution of the Company.

2. By inserting therein immediately after paragraph 7 of Clause XVI. a new paragraph as follows:

8. Any General Meeting declaring a Dividend may direct payment of such Dividend wholly or in part by the distribution of specific assets and in particular of paid up shares Debentures or Debitures of the Company or of any other Company or in any one or more of such ways and the General Managers shall give effect to such direction and where any difficulty arises in regard to the distribution they may settle the same as they think expedient and in particular may issue fractional Certificates and may fix the value for distribution of such specific assets and any part thereof and may determine that such payments shall be made to any member upon the footing of the value so fixed in order to adjust the rights of all parties and may vest any such specific assets in Trustees upon such trusts for the persons entitled to the Dividend as may seem expedient to the General Managers. Where requisite a proper contract shall be filed in accordance with Section 7 of the Companies' Act, 1909, and the General Managers may appoint any person to sign such contract on behalf of the persons entitled to the Dividend and such appointment shall be effective.

Dated the 30th day of December, 1909.

By Order,

SHERMAN, TOMES & Co.,
General Managers.

15827

EXCURSION TO MACAO.

On EVERY SUNDAY,

THE S.S. "ON LEE,"

Will depart from PING ON WHARF, near Western New Market, at 9 A.M.

Returning from Macao at 5 P.M.

1st Cabin (Single Fare) ... \$1.20

Saloon30

2nd Class30

Children under 12 years Half Price.

Hongkong, 17th December, 1909. [1531]

NEW YEAR GOODS

CARDS, CRACKERS, DOLLS, POSTAGE STAMPS, &c.

GRACA & CO.,
27, Des Voeux Road.

TO LET.

TO LET OR FOR SALE.

DEBBINGTON FRANK ROAD, No. 8, SHORNCLEIFFE, Garden Road, 7.

For Particulars apply to—

C. SCHROETER,
King's Buildings, II, R.R.,
Care of Garreta, Bazaar & Co.,
Hongkong, 1st December, 1909. [85]

TO LET.

GODOWNS in MASON'S LANE, between Wyndham and Zedland Streets, lately vacated by Messrs. Barretto & Co., suitable for Cinematograph show or storage.

Apply to—

DAVID SASSOON & Co., Ltd.
Hongkong, 5th January, 1910. [130]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st January, 1910. [83]

TO LET

TO BE LET.

WITH Possession from March, 1910. (Unfurnished or if desired the furniture could be taken over at a valuation.)

"IAN MOR." East Road. Six Rooms semi-detached house, commanding a good view of the harbour. Tennis Court and Vegetable Garden.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 52,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 1st December, 1909. [99-109]

TO LET.

NOS. 52 and 69, CAINE ROAD.

Apply to—

HO U MING,
81, Queen's Road Central.
Hongkong, 8th December, 1909. [96]

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RYAN TERRACE.

OFFICES TO LET, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Connaught Road.

No. 10, DES VOUEX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUE BUILDINGS, No. 16B, Des Voeux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st January, 1910. [87]

TO LET.

No. 3, MORRISON HILL. Immediate entry.

Apply to—

MESSRS. JARDINE, MATHESON & Co., Ltd.
Hongkong, 10th December, 1909. [93]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tung Lap Ting's Godown East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—

KAM FOOK,
No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.

Hongkong, 28th May, 1909. [93]

TO LET.

IN No. 6, DES VOUEX ROAD CENTRAL, ONE GODOWN.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office.

ROOMS in College Chambers No. 31 Wyndham Street.

DAVID SASSOON & Co., Ltd.
Hongkong, 19th December, 1909. [95]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st January, 1910. [89]

TO LET—FURNISHED.

"TANTALLON," 126A, BARKER ROAD.

Rent \$225 per Month. Seen by appointment only.

Apply to—

GODDARD & DOUGLAS,
Hongkong, 9th December, 1909. [100]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 225 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRATA EAST. Approximate Area 4,000 SQUARE FEET. 999 YEARS' LEASE.

For Particulars, apply—

GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [84]

TO LET.

No. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Rooms House, with Out-house, Commanding a Fine View of the Harbour.

Apply to—

P. X. D'ALMEIDA & CASTRO,
33, Queen's Road Central.
Hongkong, 7th July, 1909. [94]

TO LET.

No. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shau-kei-wan Road.

PREMISES at SHAMSHAN, CANTON, now in occupation of the Canton Kowloon Railway.

CHELTENALD (furnished), No. 100, Peak, February to October, 1910.

THE BYRRI, No. 15, Peak, Six Rooms, Tennis Court and very large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Office.

No. 25, SHELLEY STREET (new House).

GODOWNS in DUDDELL STREET.

ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE—TORCH CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIES,
3rd Floor, Alexandra Buildings.
Hongkong, 15th December, 1909. [91]

TO LET.

GODOWN, No. 4, Praya, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st January, 1910. [90]

AUCTION

E. & R. PUBLIC AUCTION.

THE Undersigned have received instructions from the Honourable The Director of Public Works to Sell by Public Auction, TO-DAY (THURSDAY) the 6th January

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF
UNFAVORABLE
IMITATIONS.
THE SAME TO-DAY AS IN 1745.
150 YEARS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

A. LING & CO.,
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1327]

A. TACK & CO.,
26, DES VOGES ROAD, CENTRAL.

KODAKS & FILMS

DEVELOPING & PRINTING
UNDERTAKEN.

Hongkong, 15th December, 1909. [132]

FOR NERVOUS EXHAUSTION

LOSS OF
MEMORY
and
DEBILITY

to
Treat the
NERVES

**CHAPOTEAU'S
PROSPHOCYCLICATE OF LIME**

It increases vitality and nerve
force, cures Neurasthenia, Tremor,
Insomnia, and nervous diseases in adults
and children.

IN CAPSULES, IN WINE, AND IN SYRUP

**MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.**

CODE WORD: "DOCK."

A.I., A.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 1.

Extreme Length	722 feet.
Length on Blocks	714 "
Width of Entrance on Top	964 "
Width of Entrance on Bottom	884 "
Water on Blocks at Spring Tide	344 "

DOCK No. 2.

Extreme Length	523 feet.
Length on Blocks	513 "
Width of Entrance on Top	88 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	69 "

DOCK No. 3.

Extreme Length	371 feet.
Length on Blocks	350 "
Width of Entrance on Top	66 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	22 "

Suitable for vessels up to 1,000.

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS, and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIALS is
always kept on hand.

THE COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice.

AIRSHIPS IN WAR.

LORD ROBERTS ON THE VALOUR
OF IGNORANCE.

Lord Roberts presided at a crowded meeting
held at the Royal United Service Institution on
the 8th ult. when Major B. Baden-Powell read
a paper entitled "How Airships are Likely to
Affect War."

Lord Roberts said that few subjects could be
more interesting except, perhaps, the coming
General Election. (Hear, hear.) He believed
that the aerial machine had come to stay.
Whether the aeroplane or the dirigible was to
prove the more practical and useful could not
with certainty be yet ascertained, but both had
made their mark, and there was no doubt that
great improvements would soon be effected,
aeroplanes getting higher and higher in the
heavens and dirigibles making longer and
longer distances. Something would
undoubtedly come out of all this, trials
and experiments, and would astonish those who
came after us as the present dirigibles and
aeroplanes had astonished us. (Hear, hear.)
They were all interested in the efforts of the
Wright Brothers and the progress of the
Zeppelin airships, and they were startled—if
indeed, it awakened—by M. Blériot's achieve-
ment. He believed that the coming time when
the Channel could have been crossed in that
manner. Probably their present machines would
be as great a curiosity in 60 years' time as the
old locomotive at Darlington Railway Station
was to us. What Englishman had to do now was
to set to work themselves. (Cheers.) Hitherto
they had not done much, but rather were waiting
to benefit from the experience of the other
nations. Airships would probably be of the
greatest value in the next war, and as they did
not know what that war would be like, they
must remain in the background, but have their
own machines and their own men ready to adapt
themselves to the machines. We were so
apathetic about everything. (Hear, hear.) The
"valour of ignorance" pervaded the whole
country. People were brave and confident
because they did not know what was going on.
They would not be so valorous if they knew
what was in store for them. They did not
believe in anything happening, but were content
to remain in ignorance.

FIGHTING IN THE AIR.

Major Baden-Powell said that on the whole
the only use of aerial machines that had been
actually tested and proved of use in manoeuvres
was for reconnaissance. Whether they might
prove useful for other purposes was a matter of
conjecture, but, as soldiers well knew, it was far
more important for a general to receive detailed
information about all that was going on in the
enemy's lines than to be able to destroy a few
hundred men or to devastate a store. Compare
scouting by an aerial machine with the Cavalry
scout. The scouts had been fired upon and but-
tled information. There was the certain—that
was his point. That certain could seldom be ob-
tained, but with any form of apparatus capable
of travelling in the upper regions for even a
few miles complete, reliable, and full informa-
tion could be obtained of the enemy's position,
movements, armaments, and even numbers.
Apart from reconnaissance there were in war
other possibilities to which aerial machines
might be applied. Thus, as regards the trans-
port of troops, if aeroplanes continued to
develop as they had done, it was quite probable
that they would soon be used in hundreds, if
not thousands, carrying three or four men
in addition to the driver. Eventually they
might become a means of invading a country.
The lecturer then briefly discussed the value of
aircraft in discharging explosives, raids, des-
patch carrying, and in savage warfare. As a
substitute for Cavalry an aeroplane would prob-
ably be less vulnerable than a horse; and
would not offer a very much bigger target. As
a column of troops for the commanders-in-chief
during an action a good aeroplane would be un-
surpassed, but here all depended upon the ability
of the hostile artillery or air fleet. As to recon-
noitring at sea a fleet could be clearly seen
thirty miles off, whereas at this distance a pre-
dictably no useful information could be obtained
of land forces, and, therefore, an airship floating
high above its fleet would be able to give most
timely information about the enemy. Then
there was the important question of fight-
ing in the air. If one nation possessed a type
of machine which from the fighting point of
view was superior to that of the enemy it might
soon oust the hostile airship and leave that
nation supreme in the air—a most enviable
position. A fight between an aeroplane and a
dirigible might be compared to that of a hawk
and a heron. The dirigible could rise to a
greater height, could carry a better armament,
but on the other hand it offered a larger target,
and was very vulnerable. The aeroplane with
its greater speed, better manoeuvring power, and
less liability to damage, had an immense
advantage. It seemed highly probable that
very soon aeroplanes would be constructed
which would be able on every point to hold the
advantage over the balloon. As to aeroplanes
against aeroplanes such a fight in mid-air would
form a most interesting spectacle to those
below. (Laughter.) Race of manoeuvring and
speed would evidently be valuable factors, and
a machine carrying two or more men armed
with rifles would soon have the better of a
single-man machine. Coming to land defence
against attack by airship, Major Baden-Powell
said that as we had no efficient aerial war
machines it was of the utmost importance for
us to make such provision as we could in case war
broke out with a Power which possessed a
number of such vessels. Thus, it was necessary
immediately to arrange for guns to be made or
adapted to fire at a high angle. Then there
were aerial torpedoes and aerial mine fields
(small in principle to submarine mine-fields
similar captive balloons being let up to a height
of 5,000 ft. with explosive mines and electrical
equipment).

A WARNING.

"To my mind," he concluded, "there can be
no doubt that the machines which are now
actually in existence, both dirigible balloons
and aeroplanes, can be made great use of in
war; and it seems fairly certain that in another
few years' time their efficiency will be greatly
increased. If properly used, they will not only
but by hundreds, they will without doubt
greatly affect our methods of warfare. Reconnaiss-
ance will be so much more efficiently carried
out that the commander of a force will not be
embarrassed by that uncertainty and lack of
information which so often prevents him from
taking the initiative. Operations will be
quicker, and wars more rapidly lost or won.
Raids into the enemy's country, which it seems
impossible to entirely prevent, will, on the other
hand, tend to hamper and delay his actions, and
spread the zone of operations over the whole
country. Let us not forget that machines are
now actually in existence that can come over,
without warning, from the Continent, and it is
more than possible that they might be the
means of causing considerable damage to us,
over risking their own loss thereby. Therefore,
we must, and at once, make due preparation to
defend ourselves against any such aggression."
(Cheers.)

A discussion followed.

Colonel Capper said that the lecturer seemed
to take an exaggerated view of the difficulty of
aerial navigation when weather conditions were
unfavourable. Airships were undoubtedly more
hampered by fog than land traffic, but fogs
were often local and sometimes very thin. The
great thing was practice in night work. As to
aeroplanes taking the place of Cavalry, if they
had to pass over a country dotted with troops
they would have little chance of getting back.
Further, the scout on an aeroplane could not
locate himself like a man on the ground. He
entirely agreed with the conclusions reached by
the lecturer.

GERMANY'S AERIAL FLEET.

Captain Talloch said even if this country
possessed a ready-made fleet of airships it
would have no place to house or repair them
and no crews to man them. We could not buy
ready-made experience. (Hear, hear.) It was
no good glossing over facts that stared us in
the face. What was Germany going to do
with the 25 or 26 ships it already possessed, or
the 25 or 26 ships it would possess next year,
and of the 70 it would probably possess in two
years' time? It was possible for one airship,
given reasonably fair weather, to prevent the
British Fleet from replenishing its maga-
zines with cordite and from getting
additional supplies manufactured for nearly
a year. Incidentally such a ship could in twenty-
four hours set alight the whole of the shipping
and dock yard accommodation in the Thames
without dropping a single bomb or hovering
over a single spot. After referring to the
necessity of obtaining high-angle guns, Captain
Tulloch said that the form of defence
against an aerial fleet was another aerial fleet,
on the true British principle could take the
offensive. (Cheers.) There was no knowing
what a young commander of an airship might
do once he dodged round a cloud and got away
from his admiral. (Laughter.) He intended
to ask every Parliamentary candidate whether
or not he would take steps for the establishment
of a proper aerial fleet. (Cheers.)

THE ORDINARY AEROPANE AND WAR.

Mr. J. W. Dunne held that the present kind
of aeroplane manufactured by civilians was to a
great extent useless for military purposes. For
one thing, the wing should be able to stand
without collapse, punctured by bullets, but that
would from the civilian point of view make
against efficiency. The military aeroplane was
as different from the ordinary aeroplane as the
torpedo-boat was from the pleasure yacht. Such
craft should be designed and made by the War
Office. (Cheers.) On the whole he was inclined
to think that the aeroplane would not be much
used at sea.

Colonel F. Stone referred to the difficult
problem of how we could protect ourselves from
hostile dirigibles at night. He suggested elec-
tric lights such as were used for harbour
protection, while the lecturer suggested aerial
mines, but both these suggestions were open to
objection.

Admiral Sir G. Noel held that dirigibles
would have to be not at night if they wanted to do
real damage. Yet such navigation must be
difficult, for how could they tell one town from
another at night? That was a matter of years of
experience, and it would be years before aerial
navigation would be thoroughly understood.
We in England were apt to fall behind, but
he always considered that the English in the
end came out on top.

Among others present were Lieutenant-
General H. D. Hutchinson, Admiral the Hon.
Sir E. Fremantle, Admiral Sir N. Bowden-
Smith, Major-General Sir A. Williams, Lieut-
General Sir E. Baden-Powell, General Sir J.
Dundas, Major-General C. G. Donald, Colonel
F. Mac, Colonel B. S. Childers, Colonel F. B.
Elmslie, Major E. W. Scott, and Captain R.
Cave-Brown-Cave.

AMERICAN FOOTBALL.

HEAVY CASUALTY LIST.

The New York correspondent of the Daily
Telegraph writes—

American football is played between rival
colleges now claims for the season just ended
thirty dead, a good many maimed for life, and
a great many more slightly injured. The
public, and particularly parents, are naturally
justified by the alleged sport, and whether the
present atrocious game, which has been evolved
from Rugby, should not be supplanted by the
Association game, in which there is an absence
of mass play and consequently less chance and
temptation in the excitement of the game to
acts of brutality.

Mr. F. W. Moore, a Harvard graduate, who
has long been connected with the management
of Harvard teams, admits frankly enough that
players are now coached always to "strike an
opponent in the head with the open hand" when
defending the ball. "This blow landed on the
jaw is fully as effective as any as far as its
effect on the brain is concerned, as a blow with
the closed fist would be." Again Mr. Moore
assures us that every line-man is now taught, in
breaking through, that the way to get by his
opponent "is to push his head around," and
incidentally that "the harder he pushes his
head the less effective that opponent will be in
the next play."

This authority also brings out that in this
year's Harvard-Yale game a "straight-arm
punch in the face" was used as part of an
effective tackle. "Though Mr. Moore is
absolutely barred in professional prize-fighting,"
says Mr. Moore, "under the official interpreta-
tion of the present rules of football they are
perfectly legitimate."

The spectators of a big football match here do
not realise what is happening in the line, but
now they know it is urged that there is no
account for perpetuating such barbarism.
Association is gaining ground here, but will
not replace the college variety of football
immediately.

**MARTIN'S
APIOL-STEEL
PILLS**

A Powerful Remedy for all Irritations
Thousands of people have suffered from
this in the form of a low
sign of any Irritation. These
who have used them, have
found them to be the most
effective. All Chemists and Druggists
have them. Write to the
HARRIS, Chemist, Southampton, Eng.

**MARTIN'S
APIOL-STEEL
PILLS**

DAVID CORBAR & SONS
MERCHAND NAVY
NAVY BOILER
LONG FLAX
REBLANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO
Sole Agents.
[1535]

RUSSO-JAPANESE RELATIONS.

IMPORTANT ANNOUNCEMENT.

London, December 15th.

The following semi-official communiqué has
been issued at St. Petersburg—
There has lately been evident in the Press a
particularly nervous feeling created by rumours
of a conflict which is alleged to be impending
between Russia and Japan. Disquieting reports
from the Far East fill the newspapers and this
feeling is penetrating in a regrettable manner
to wider circles. According to present re-
ports, the effect of these rumours is making
itself especially strongly felt in our frontier
territory in the Far East, where, under the in-
fluence of a conviction of the inevitableness of an
approaching war with Japan, which is becoming
deeply rooted in the minds of the community, even
among representatives of the administration, the
feeling of anxiety is assuming such a strained
character, obliging business men to apply to
Government organs for information as to how
far the rumours current are correct, and whether
commercial and industrial undertakings in the
Far East may rely upon the preservation of
peace. The interests of the people forbid the
Government to abstain from intervention in
this disturbing state of affairs and
oblige it to declare categorically that all
rumours of complications between Russia
and Japan at the present time are absolutely
unfounded. The Government has made use
of the four years that have elapsed since the last
war to conclude a whole series of international
agreements, designed to wipe out all traces of
enmity left behind by the war and to assist in
the peaceful development of the political and
economic relations of the two countries. From
this point of view, next to the Commercial
Treaty and the Fisheries Convention, particular
importance attaches to the political Agreement
of 1907, concluded with the object of mutually
guaranteeing the integrity of the territorial
possessions and treaty rights of the two Powers
in the Far East. These acts undoubtedly con-
tribute to the stability of the general political
situation on the coast of the Pacific, and
particularly to Russo-Japanese relations, which
completely lack the character wherewith certain
newspapers endeavour to invest them. As re-
gards these relations, there has been no friction
of any kind since the Treaty of 1907, nor have
any misunderstandings arisen. Communi-
cations which have reached the Minister of For-
eign Affairs direct, as also the impressions
which the Minister of Finance gained during
his recent journey in the Far East, contain
nothing disquieting. On the contrary, they
emphatically confirm that in our relations with
Japan complete mutual goodwill is to be per-
ceived and a readiness to settle in peaceful
friendly manner all questions which may arise.
[Japan Mail.]

CHANGING TASTES.

Observers of social changes have been drawing
elaborate inferences from a return issued during
the past few days by the London County
Council on the games played on the public parks.
According to this return lawn tennis and golf
have declined considerably during the past year,
while bowls and hockey have become more
popular.

Games played.	1909.	1908.
Lawn tennis	84,448	97,305
Quilts	5,031	7,689
Boys	27,267	19,948
Hockey	2,704	2,222

Lacrosse is not at all popular, eighty-six
matches having been played as against ninety-
six last year. It is possible to place too much
importance upon these figures. The decline in
lawn tennis is mainly due to the very bad
weather we have been experiencing, which made
it quite impossible during a great part of the
summer to play with any comfort whatever.
So far from declining, tennis is, if anything,
enlarging its popularity among all classes.
Undoubtedly, hockey is increasing its hold,
especially among girls, and in many open
places one can see each Saturday teams of
sturdy young women playing vigorously,
fine types of our coming twentieth-
century womanhood. Rowing and boating
during the past week-end, and there large num-
bers of empty houses born out what I was told
on all sides about the decline in the popularity
of the Upper Thames. When I asked the
reason, I was told that the motor-car has made
the change. People who formerly spent one or
two months a year resting in cottages in the
Upper Thames valley now come down there for
an afternoon by motor, and return the same
night or the following day. The changes in
holiday habits to-day are generally in favour of
some strenuous forms of recreation, and there is
little reason to deplore them.—Overseas Daily
Mail.

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS.

**THORNE'S
OLD VAT**

THE V.M. WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD AS V.M. SINCE 1851

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co., Ltd.
1575

DR. M. H. CHAUN.

THE LATEST METHOD OF THE AMERICAN
SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [1152]

STEN TING
SURGEON DENTIST.
No. 10, D'AGUIAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [1221]

DAVID SASSOON & Co., Ltd.
Agents.
Hongkong, 3rd January, 1910. [122]

PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS. REG.

"PRINCESS ALICE" - 10,911 - ON MARCH 23RD.
Capt. P. GROSCHE.

"KLEIST" - 9,000 - ON APRIL 6TH.
Capt. O. PAHNKE.

"PRINZ LUDWIG" - 9,630 - ON APRIL 20TH.
Capt. F. V. BINZER.

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

Early Booking Recommended,
For Particulars, apply to

MELCHERS & Co.,
GENERAL AGENT.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by
the various Governments and Municipalities of Europe; they are redeemable at
periodical drawings, either with Cash Premiums varying from £40 to £10,000,
or, at the very least, at their full nominal value.

EASY PAYMENTS.
We sell these Bonds singly or in combinations of the most advantageous ones,
payable by convenient Monthly Instalments ranging from 15s. to £20.
Write for Handbook, sent post free.
MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

[1024]

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

S.S. "MACEDONIA."

(10,500 TONS.)

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19th, 1910,
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 16th.

LONDON - - - - - APRIL 23rd.

FARES TO LONDON:—

1st SALOON £71.10 SINGLE; £106.14 RETURN.
2nd " £48.8 " £ 72.12 "

For Further Particulars, apply to

E. A. HEWETT,
SUPERINTENDENT.

[1075]

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, and West
Point Godowns, whence delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all goods remaining
undelivered after the 6th Jan. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 6th Jan. at 9.30 A.M.

All Claims must reach us before the 13th
Jan., or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.

This Steamer brings Cargo
EX S.S. "THEOPHIL" from Smyrna.
Transhipped at Naples.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 30th December, 1909. [5]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"ARRATOON APCAR,"
having arrived from the above Ports, Con-
signees of cargo are hereby informed that their
goods will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.
Cargo remaining on board after 4 P.M. of the
6th inst., will be landed at Consignees' risk
and expense.

Consignees of Cargo from SINGAPORE and
are requested to take IMMEDIATE de-
livery of their goods from alongside, such cargo
impeding the discharge of the Vessel will be
landed and stored at Consignees' risk and
expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
undersigned.

DAVID SASSOON & Co., Ltd.
Agents.
Hongkong, 3rd January, 1910. [122]

FROM EUROPE.

THE H.A.L. Steamship

Captain Filler, having arrived, Con-
signees of Cargo are hereby informed that their
goods are being landed and placed at their risk
in the hazardous and/or extra-hazardous Go-
dows of the Hongkong and Kowloon Wharf
and Godown Company, Limited, whence
delivery may be obtained against Bills of
Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless
notice to the contrary be given before To-day.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 9th inst., will be subject
to rent.

All broken, chafed, and damaged Goods must
be left in the Godowns, where they will be
examined on the 8th inst., at 3 p.m.

No Fire Insurance will be effected by us in
any case whatever.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 4th January, 1910. [123]

S.S. "NERA,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from London and
S.S. "Dordogne" from Havre ex S.S.
"Dordogne" from Bordeaux ex S.S. "Pt. Leroy
Lallier" and "Ville de Cotte" in con-
nection with above Steamer are hereby informed that
their Goods with the exception of Treas-
ure and Valuables are being landed and stored
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., at
Kowloon, whence delivery may be obtained im-
mediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, To-day, requesting it to be
landed here.

Undersigned Goods remaining unclaimed after
TUESDAY, the 11th inst., at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 11th inst., or they will not be recognized.
TUESDAY, the 11th inst., at

SHIPPING.

ARRIVALS.

CANTON, Swedish str., 2,180, O. C. Nordfält, 5th Jan.—Shanghai 1st Jan., General—Molokan & Co.
CHINYUA, British str., 1,349, J. Brown, 5th Jan.—Shanghai 2nd Jan., General—Butterfield & Swire.
DAIJIN MARU, Jap. str., 899, Y. Kaburaki, 5th Jan.—Swatow 4th Jan., General—Osaka Shosen Kaisha.
HAICHING, British str., 1,267, W. C. Passmore, 5th Jan.—Coast Ports 4th Jan., General—Douglas, Leprieux & Co.
ICHANG, British str., 1,228, T. Thobben, 4th Jan.—Chinkiang 31st Dec., General—Butterfield & Swire.
LIANGCHOW, British str., 1,215, H. Harder, 5th Jan.—Tientsin 1st Jan., General—Butterfield & Swire.
SAINT GEORGE, British str., 2,674, A. B. Sailer, 5th Jan.—Barry 17th Nov., Coal—Doddwell & Co.
SPIT, Norwegian str., 871, W. Horn, 5th Jan.—Wuhu 29th Dec., Rice—Order.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
5th January.

Bujang Maru, Jap. str., for Swatow.
Canton, Swedish str., for Singapore.
Chinyua, British str., for Canton.
Chinyua, Chinese str., for Canton.
Thorina, Norwegian str., for Swatow.
Ponglong, German str., for Hallow.
Prometheus, Norwegian str., for Bangkok.

DEPARTURES.

5th January.
BRASILIA, German str., for Shanghai.
CHONGSHING, British str., for Weihaiwei.
CHONGSHING, British str., for Canton.
DARBY, Norwegian str., for Quing Yen.
EASTVIEW, British str., for Australia.
FAUSANG, British str., for Hongkong.
HAINUN, British str., for Swatow.
HELEN, German str., for Swatow.
HUPEN, British str., for Canton.
JOHANN, German str., for Swatow.
KIANG CHING, Chinese str., for Chinkiang.
KNISBERG, German str., for Hoihow.
KUNSAU, British str., for Singapore.
MAUSANG, British str., for Sandakan.
NANSHAN, British str., for Swatow.
PESAM, British str., for Shanghai.
SPYGLASS, German str., for Singapore.
SOSU MARU, Japanese str., for Swatow.
TOMOMI MARU, Japanese str., for Kobe.
VICTORIA, Swedish str., for Hongkong.
WOSANG, British str., for Canton.

SHIPPING REPORTS.

The British str. *Haiching* reports: Light E.N.E. wind, fine and clear.
The British str. *Chinyua* reports: Strong N.E. winds to Tung Yung, calm in Formosa Channel.

VESSELS IN DOCK.

January 5th.
KOWLOON DOCK.—H.M.S. *Ranika* Amelia, *Hilary*, *Rio Lina*, *Robert Leandry*, *Heungshan*, *Hsin Kong*, *Hoi Tung*, *Tsinanfa*.

TAIKOO DOCK.—Wuhu, Kwaiyang, Kwaichow, Wenchow, Shenking, Kwangso.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI"
Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay, &c., on SATURDAY, the 8th January, 1910, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "MORRIS," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all cargo for France and Tea for London (under arrangements) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "DELHI," due in London on the 19th February 1910.
Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 27th December, 1909. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
TRIESTE (DIRECT),
CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the BRITISH, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, VENICE, LEBANON, and ADRIATIC PORTS).
THE Company's Steamship
"PERSEA"
Captain Giorgianni, will be despatched as above on WEDNESDAY, the 26th inst.
This steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.
For information as to Passage and Freight, apply to
SANDER, WIELE & Co.,
Agents,
Princes Buildings,
Hongkong, 4th January, 1910. [5]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blaise Pier. 3. From Blaise Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 8th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SICILIA	Brit. str.	—	C. W. Watkins, R.N.R.	P. & O. S. N. Co.	About 12th inst.
LONDON, ROTTERDAM & AMSTERDAM	CARDIGANSHIRE	Brit. str.	—	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	About 19th inst.
HAYRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	v. Dolren	HAMBURG-AMERICA LINE	On 15th inst.
COPENHAGEN & BALTIC PORTS	INDIAN	Swed. str.	—	—	MELCHERS & Co.	Middle of Febr.
MARSEILLES, HAYRE, COPENHAGEN, &c.	CANTON	Dan. str.	—	—	MELCHERS & Co.	About 5th inst.
MARSEILLES, &c., VIA PORTS OF CALL.	OCENANIE	Frech. str.	—	Sellier	MELCHERS & Co.	On 18th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 19th inst., at D'light
MARSEILLES, ROTTERDAM & HAMBURG, &c.	SATHOMIA	Ger. str.	k. w.	Brehmer	HAMBURG-AMERICA LINE	On 20th inst.
MARSEILLES, LONDON & ANTWERP	PEMBROKESHIRE	Jap. str.	—	R. Hayes	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ARI MARU	Jap. str.	—	K. Saito	NIPPON YUSEN KAISHA	On 2nd Feb., at D'light
MARSEILLES, LONDON & ANTWERP VIA STRAITS, &c.	BRASILIA	Ger. str.	k. w.	Filler	HAMBURG-AMERICA LINE	On 10th Feb.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 16th Feb., at D'light
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	BUELOW	Ger. str.	—	F. Prosch	MELCHERS & Co.	On 12th inst., at Noon.
TRIESTE, &c., VIA SINGAPORE, &c.	PERSIA	Aus. str.	—	P. Giorgianni	SANDER, WIELE & Co.	On 26th inst.
NEW YORK	VANDALIA	Ger. str.	k. w.	Karberg	HAMBURG-AMERICA LINE	On 19th inst.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	SUVERIC	Brit. str.	—	J. Boyd	DODWELL & Co., Ltd.	On 13th inst.
VANCOUVER (DIRECT)	SUVERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 13th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 29th inst., at 7 a.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 15th Feb., at Noon
VICTORIA, B.C., & SEATTLE, &c.	LEONA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 19th inst.
VICTORIA, B.C. & SEATTLE, &c.	NIKKO MARU	Jap. str.	—	T. Saito	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
TACOMA VIA JAPAN	SHATLE MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 26th Feb., at Noon.
CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c.	KIYO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 10th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eidy	BUTTERFIELD & SWIRE	On 21st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YATAMA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 28th inst., at D'light
AUSTRALIAN PORTS VIA MANILA	COLENZ	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 17th Feb., at Noon.
YOKOHAMA AND KOBE	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	About 8th inst.
KOBE & YOKOHAMA	COLENZ	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 8th inst., at D'light
NAGASAKI, KOBE & YOKOHAMA	INABA MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	ATSUBA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
JAPAN	THIAWAP	Dut. str.	—	P. J. van Emmerick	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI	LIAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ARABATON AFAR	Brit. str.	—	A. Stewart	DAVID SASSON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	To-morrow, at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI	CHINESE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 9th inst., at D'light
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	About 12th inst.
SHANGHAI	CHENAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	SEGOVIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERICA LINE	On 15th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NYANZA	Brit. str.	—	H. S. Bradshaw, R.N.R.	P. & O. S. N. Co.	About 15th inst.
SHANGHAI	ARHUI	Jap. str.	1 m.	—	BUTTERFIELD & SWIRE	On 16th inst., at D'light
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—	S. J. Payne	NIPPON YUSEN KAISHA	On 17th inst., p.m.
SHANGHAI, KOBE & YOKOHAMA	TOURANE	Frech. str.	—	Bourgo	MELCHERS & Co.	On 17th inst.
SHANGHAI, KOBE & YOKOHAMA	INDIAN	Dan. str.	—	—	MELCHERS & Co.	On 21st inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKSANG	Brit. str.	—	Müller	JARDINE, MATHESON & Co., Ltd.	On 2nd Feb.
SHANGHAI, KOBE & YOKOHAMA	SAMBIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 14th inst., at 4 p.m.
SHANGHAI	THIAWAP	Dut. str.	—	Juriansse	JAVA-CHINA-JAPAN LINE	Quick despatch.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	Y. Kaburaki	OSAKA SHOSHEN KAISHA	On 9th inst., at 10 a.m.
SWATOW, AMOY & POOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LARPAIK & Co.	To-morrow, at 10 a.m.
SWATOW, AMOY & POOCHOW	HAINUN	Brit. str.	2 h.	—	DOUGLAS LARPAIK & Co.	On 9th inst., at 10 a.m.
HOIHOW & HAIPHONG	SIANG	Brit. str.	1 m.	J. S. Roach	DOUGLAS LARPAIK & Co.	On 11th inst., at 10 a.m.
MANILA	LONGHANG	Brit. str.	—	Jameson	BUTTERFIELD & SWIRE	On 8th inst., at 10 a.m.
MANILA	RUW	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
MANILA	TAMING	Brit. str.	1 m.	R. W. Almond	BUTTERFIELD & SWIRE	On 11th inst., at 3 p.m.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 4 p.m.
MANILA	ZAPITO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & Co.	On 15th inst., at Noon.
MANILA	TRAN	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 18th inst., at 3 p.m.
ZAMBOANGA, CEBU & ILOILO	KAIPONG	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	On 12th inst., at 4 p.m.
CEBU & ILOILO	SUNGKIANG	Brit. str.	1 m.	C. Plunkett	BUTTERFIELD & SWIRE	To-day, at Noon.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & Co.	End of Jan.
BOMBAY VIA SINGAPORE & COLOMBO	TORA MARU	Jap. str.	—	Y. Nomura	NIPPON YUSEN KAISHA	On 11th inst.
BOMBAY VIA SINGAPORE & PENANG	CAPRI	Ital. str.	—	Dini	CARLOWITZ & Co.	On 14th inst., at Noon.
SINGAPORE, SAMARANG & SOERABAYA	HOPKINS	Brit. str.	—	H. Hay	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	KWANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LAIRANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	On 1st Feb., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	TIKINI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"COLENZ" Capt. H. RAEGENER	About Saturday, 8th January.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW" Capt. F. PROSCH	Wedday, 12th Jan., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	About Wedday, 12th January.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COLENZ" Capt. H. RAEGENER	Friday, 28th Jan., at D'light
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBILL	End of January.

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 1st January, 1910. [6]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	6,232	S. Shotton	On 13th January, 1910.
OCENANIE	4,657	F. W. Davies	On 10th February.
KUMERIC	6,232	J. Mathis	On 10th March.
AYMBRIC	4,363	J. Boyd	On 7th April.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.
Queen's Buildings. [8]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Bourgo	On 17th Jan., P.M.
MARSEILLES, VIA PORTS	"OCENANIE" Capt. Sellier	On 18th Jan., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC" Capt. Guionnet	On 31st Jan., P.M.
MARSEILLES VIA PORTS	"NERA" Capt. Martin	On 1st Feb., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For further Particulars, apply to—

P. THOMAS, AGENT,
Queen's Building, 2
Hongkong, 5th January, 1910.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF CHINA" Sat., 29th Jan.	"EMPERESS OF IRELAND" Fri., 25th Feb.
"MONTEAGLE" Tuesday, 15th Feb.	"EMPERESS OF IRELAND" Fri., 25th Mar.
"EMPERESS OF INDIA" Sat., 26th Feb.	"EMPERESS OF IRELAND" Fri., 22nd April
"EMPERESS OF JAPAN" Sat., 26th Mar.	"EMPERESS OF IRELAND" Fri., 20th May
"EMPERESS OF CHINA" Sat., 23rd April	"ALLAN LINE" Friday, 10th June
"EMPERESS OF INDIA" Sat., 14th May	

"Emperess" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN with the Company's New Paclast "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

"Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York, £71 10s. Intermediate on Steamers" 245, "and 1st Class Railway" 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Fadder Street and Praya, opposite Blake Pier

VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARABATON AFAR."
Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 7th Jan., at NOON.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN (Occupying 24 Days).
Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.
Fare for round trip, £120.

For Freight or Passage, apply to
DAVID SASSON & Co., Ltd.
Agents,
Hongkong, 1st January, 1910. [122]

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
Captain Dini, will be despatched as above on FRIDAY, the 14th inst., at NOON.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents,
Hongkong, 5th January, 1910. [4]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND AMSTERDAM.

THE Steamship
Captain W. O. Tyers, will be despatched as above about the 19th January.
For further Particulars, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents,
Hongkong, 13th December, 1909. [103]

"SHIRE" LINE OF STEAMERS, LTD.

FOR MARSEILLES LONDON AND ANTWERP.

THE Steamship
Captain R. Hayes, will be despatched as above about the 25th January.
For Freight, or Passage, apply to—
JARDINE, MATHESON & Co., Ltd.,
Agents,
Hongkong, 13th December, 1909. [104]

THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON AND ANTWERP.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. H. Powell	Noon, 7th Jan.	Freight and Passage.
LONDON via USUAL PORTS	DELHI Capt. G. W. Gordon, R.N.E.	Noon, 8th Jan.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SICILIA Capt. C. H. Watkins, R.N.E.	About 12th Jan.	Freight and Passage.
SHANGHAI MOJI, KOBE and YOKOHAMA	NYANZA Capt. H. S. Bradshaw, R.N.E.	About 15th Jan.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th January, 1910.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"SUNGKIANG"	On 6th Jan., Noon.
SHANGHAI	"HINAN"	On 6th Jan., 4 P.M.
HONGKONG and HAIPHONG	"SINGAI"	On 8th Jan., 10 A.M.
SHANGHAI	"CHINHUA"	On 9th Jan., D'light
MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th Jan., 4 P.M.
MANILA	"TAMING"	On 11th Jan., 3 P.M.
ZAMBOANGA, CEBU and ILOILO	"KAIFONG"	On 12th Jan., 4 P.M.
SHANGHAI	"CHENAN"	On 13th Jan., 4 P.M.
SHANGHAI	"ANHUI"	On 16th Jan., D'light
MANILA	"TEAN"	On 18th Jan., 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. MANILA CARNIVAL 5th to 14th FEBRUARY.—S.S. "TEAN" will sail hence for Manila on 1st February and S.S. "TAMING" sails from Manila on 15th idem for Hongkong. Special Reduced return fare of \$50.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINTAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung. FARE, \$45 SINGLE and \$30 RETURN. For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

10

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC PORTS	"CANTON"	About 5th Jan., 1910.
HONGKONG, YOKOHAMA and KOBE	"INDIEN"	On 17th Jan.
OPENHAGEN and BALTIC PORTS	"INDIEN"	Middle of Febr.,

For Further Particulars apply to

MELOHERS & CO.,
AGENTS.

6

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Friday, 7th Jan., Noon.
SINGAPORE	"HOPSAK"	Friday, 7th Jan., 3 P.M.
SOERABAYA	"LOONGSANG"	Friday, 7th Jan., 4 P.M.
MANILA	"YUENSANG"	Friday, 14th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"FOOKSANG"	Friday, 21st Jan., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 22nd Jan., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 1st Feb., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Passengers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chiao, Tientsin & Newchwang. Telephone No. 216, Sul. Bxh. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
HONGKONG, 6th January, 1910.

14

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SUPERB ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
HAICHING	SWATOW, AMOY and POOCHOW.	FRIDAY, 7th Jan., at 10 A.M.
HATMUN	SWATOW	SUNDAY, 9th Jan., at 10 A.M.
HATTAN	SWATOW, AMOY and POOCHOW.	TUESDAY, 11th Jan., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 6th January, 1910.

9

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 19th Jan., at Daylight.
	AKI MARU Capt. K. Sato	7,000	WED'DAY, 2nd Feb., at Daylight.
	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 16th Feb., at Daylight.
VICTORIA B.C. & SEATTLE (INABA MARU leaving Hongkong 8th Jan., due Kobe 13th Jan., connects)	AWA MARU Capt. A. Keith	6,500	WED'DAY, 19th Jan., from YOKOHAMA.
VICTORIA B.C. & SEATTLE (NIKKO MARU leaving Hongkong 19th Jan., due Kobe 25th & Yokohama 27th Jan., connects)	SANUKI MARU Capt. K. Homma	6,500	SATURDAY, 29th Jan., from KOBE.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakine	5,000	FRIDAY, 21st Jan., at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	THURSDAY, 17th Feb., at Noon.
KOBE and YOKOHAMA	INABA MARU Capt. E. Takeda	6,500	SATURDAY, 8th Jan., at Daylight.
BOMBAY via SINGAPORE and COLOMBO	TOSA MARU Capt. Y. Nomura	6,000	TUESDAY, 11th January.
NAGASAKI, KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson	9,000	FRIDAY, 14th Jan., at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Evans	5,000	SUNDAY, 16th January.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 19th Jan., at Noon.

Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 6th January, 1910.

T. KUSUMOTO,
MANAGER.

13

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 8th Jan., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 15th Jan., Noon.

For Freight or Passage apply to SHEWAN, TOMES & Co.,
General Managers.

12

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SEGOVIA	15th Jan.
S.S. SAMBIA	2nd Febr.
S.S. ANDALUSIA	9th Febr.
S.S. SAXONIA	17th Febr.
S.S. C. FERD. LAEISZ	27th Febr.
S.S. AMBRIA	12th March.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

HOMeward.

FOR HAVRE, BREMEN & HAMBURG:

S.S. SCANDIA	15th Jan.
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FOR MARSEILLES, ROTTERDAM & HAMBURG:

S.S. SITHONIA	20th Jan.
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FOR MARSEILLES & HAMBURG:

S.S. BRASILIA	16th Febr.
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FOR NEW YORK:

S.S. VANDALIA	19th Jan.
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Hongkong, 4th January, 1910.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

11

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. KIYO MARU	9,500 tons gross	Sail Feb. 26th, at Noon.
S.S. BUYO MARU	6,000	" April 27th, at Noon.
S.S. AMERICA MARU	6,000	"

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.
Hongkong, 21st December, 1909.

1462

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910.

Head Office for the Far East—
16, DES VOUX ROAD,
HONGKONG.Japan Office—
14, WATER STREET
YOKOHAMA

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
ARCADIA 7000	February 5	MANTUA 11000	March 5	March 11
ASSAYE 7500	February 19	PERSEA 7951	March 19	March 25
DELTA 8000	March 5	MALWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at Bombay)	April 16	April 22
DEVANHA 8000	April 2	MONGOLIA 10500	April 30	May 6
ASSAYE 8000	April 16	MARMORA 10500	May 14	May 20
DELTA 7500	April 30	MOREA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.10 SINGLE. £106.14 RETURN.
2nd " £48.8 " £72.12 "In addition to the above Mail Steamers the following—
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
SYRIA 6600	January 26	March 12
SUMATRA 4600	February 9	March 26
NYANZA 4600	February 23	April 9
SUNDA 4670	March 23	May 7
NILE 4670	April 20	June 4
SARDINIA 6570	May 18	June 18
NORSE 6700	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax):
1st SALOON £55.0 SINGLE. £82.10 RETURN.
2nd " £38.10 " £57.4 "

Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	FRIDAY, 21st Jan., at Noon 1910.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 9th Jan., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers: "CHOSEUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL MINE Co., Ltd., who are prepared to Supply FRESH COAL straight from the Mine Steamers load at the Wharves. Quick despatch. Telegrams: "Labur Labuan." BRADLEY & Co., Agents.
Hongkong, 12th January, 1909.

CHILDREN OF FAIR CATHAY

A SOCIAL AND POLITICAL NOVEL OF

ABSORBING INTEREST

By CHAS. J. HALCOMBE

(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.)

THE VOLUME which consists of 461

Pages, and includes a "Glossary" of

historical interest showing the disposition

of the Forces at the battle of Kowloon, is dedicated

to Sir ROBERT HART, G.C.M.G., and Dr. A. REYNOLDS.

Its description of Chinese Social Customs

and Superstitions, combined with the insight it

gives into political conditions in China, makes

"CHILDREN OF FAIR CATHAY" an excellent

volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese

Emblem in Gold.

PRICE \$3.50

To be obtained from Messrs. KEE & WAH

LTD., Messrs. BREWER & Co., or from the

Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING, TOP FLOOR. TELEPHONE 960.

IMPORT SAMPLE

SHOWROOMS

OF BRITISH, GERMAN, FRENCH, DUTCH AND AUSTRIAN

PIECE GOODS AND SUNDRIES.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Postal Guides for the Year 1910, are now on sale ... 50 cents each.

The Siberian mail will in future be sent from Shanghai to Dalny via Chetov if no steamer is available from Shanghai to Dalny direct.

The *Devanha*, with the English mail of the 10th ultimo, left Singapore on Saturday, the 1st inst. at 1 p.m., and may be expected here to-day, at 4 p.m. This packet brings replies to letters despatched from Hongkong on the 9th Nov., and the parcel mails closed in London for despatch by the air sea route on the 1st ultimo, and for despatch, overlaid on the 8th ultimo.

FOR	PER	DATE
Hoihow and Bangkok	Prometheus	Thursday, 6th, 8.00 A.M.
Hoihow and Bangkok	Ponglong	Thursday, 6th, 9.00 A.M.
Moji	Kukui Maru	Thursday, 6th, 11.00 A.M.
Cebu and Iloilo	Singapore	Thursday, 6th, 11.00 A.M.
Saigon	Phuapenh	Thursday, 6th, 1.00 P.M.
Manila	Phuapenh	Thursday, 6th, 1.15 P.M.
Shanghai	Phuapenh	Thursday, 6th, 3.00 P.M.
Swatow, Amoy and Foochow	Phuapenh	Friday, 7th, 9.00 A.M.
Shanghai	Phuapenh	Friday, 7th, 10.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Phuapenh	Friday, 7th, 10.00 A.M.

NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO ... *Chiyo Maru*Shanghai SIBERIAN MAIL TO EUROPE ... *Devanha*Macao, Singapore, Samarang and Sourabaya ... *Sui Tai*Manila ... *Hopang*Kobe and Yokohama ... *Loongang*Hoihow and Haiphong ... *Phuapenh*Manila ... *Phuapenh*Batavia, Cheribon, Samarang and Sourabaya ... *Phuapenh*Batavia, Cheribon, Samarang, Sourabaya and Macassar ... *Phuapenh*Europe, &c., India via Tutuoria ... *Phuapenh*

(Late Letters, 11.00 to Noon. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel mail will be closed to-morrow, at 5 p.m.

EXTRACT FROM

"THE LANCET"

28TH FEBRUARY, 1908.

REGARDING

JOHNSTONE'S M.P.

PURE MALT WHISKIES.

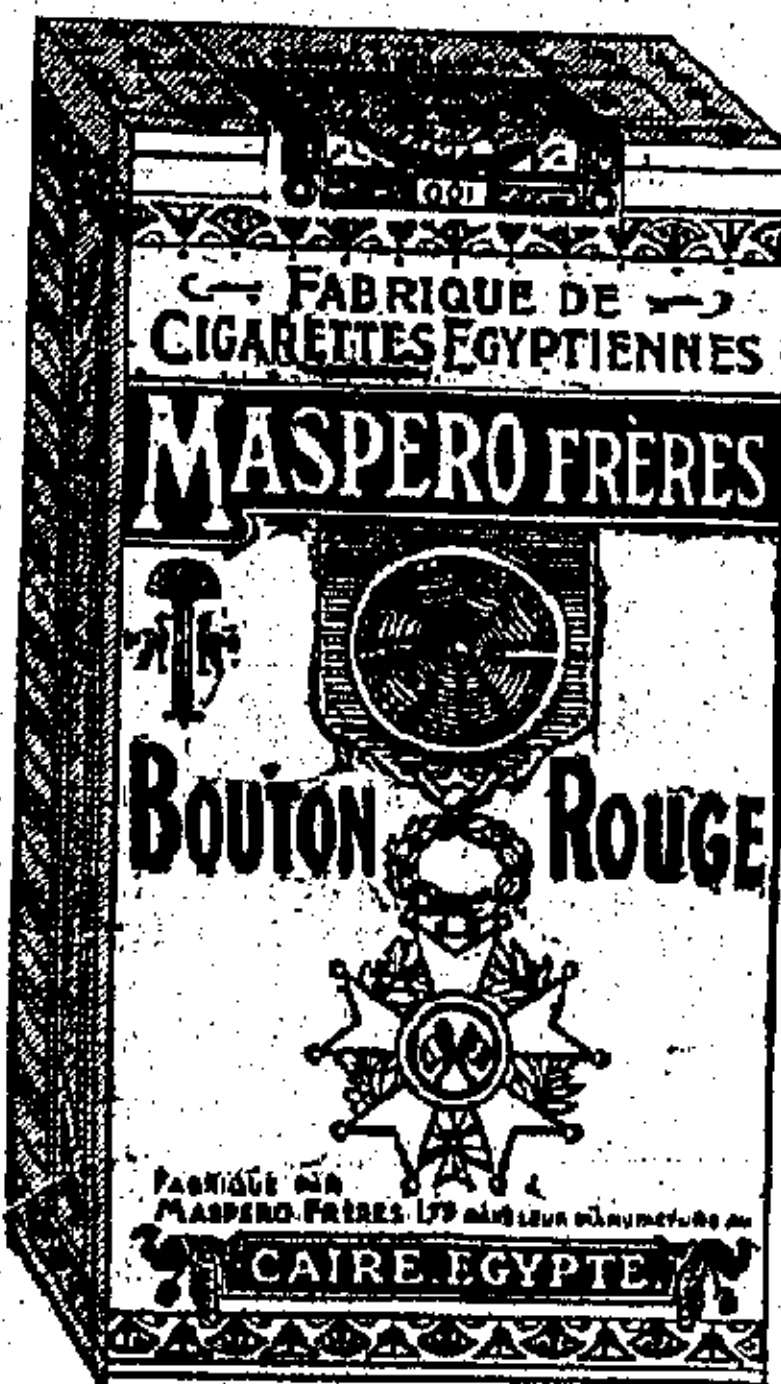
WILLIAM GRANT & SONS, LTD., THE GLENFIDDICH DISTILLERY, DUFFTOWN, N.B.

"Our analyses of these Whiskies indicate that the statements made in regard to them are correct—that is to say, that they are Pure Malt Whiskies distilled in the Pot Still. Moreover, the evidence of the palate is in favour of the statement that they are fully matured. The flavor, while mellow and rich, is 'soft.' A feature in the analytical results was the amount of Ethereal. The amount of Ethereal represents a maximum quantity for Whisky. It may be remarked also that the Whiskies were practically nil. These Whiskies are well adapted for SPECIAL DIETETIC PURPOSES."

OBTAINABLE AT ALL THE WINE MERCHANTS.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

The Cigarettes of Distinction
Bouton Rouge
and FeluccaA LUXURY TO
THE MAN
OF TASTE.IN 50'S & 100'S
HERMETICALLY SEALED BOXES
AT \$4.20 AND \$2.80 PER 100
FROM ALL TOBACCONISTS.

SHARE LIST.—QUOTATIONS.

HONGKONG, JANUARY 5TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1,000, sales
National Bank of China, Limited	99,925	\$7	\$6	\$65, buyers
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$12, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$6, buyers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$9.50, sellers
COTTON MILLS.				
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 135
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$6.10, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 75
Loon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 100
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 425
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$16 1/2, sellers
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$61, sal. & sel.
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, sal. & buy.
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 75
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 120
Lawrence & Co., Limited	18,000	\$25	\$25	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$7 1/2, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$77 1/2, buyers
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$45, buyers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$20, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$145
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$113, sellers
China Traders Insurance Co., Limited	24,000	\$83 1/3	\$25	\$92, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$370, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 112 1/2, buy.
Union Insurance Society, Limited	12,400	\$250	\$100	\$900, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$230
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$102, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$94, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$50, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120
West Point Building Co., Limited	12,500	\$50	\$50	\$44, sellers
MINING.				
Société Française des Charb. ges du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Rent Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$6, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$133, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$130, sellers
Robinson Piano Co., Limited	75,000	\$10	\$10	\$94, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$157, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$21, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$3, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$32, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$32
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	25	all	\$42 1/2, L'don
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$6 1/2
Star Ferry Company, Limited	10,000	\$10	\$10	\$42 1/2, buyers
South China Morning Post, Limited	10,000	\$10	\$5	\$14 1/2, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$24, buyers
20,000	\$5	\$5	\$5	\$5
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10
Wm. Powell, Limited	15,000	\$7	\$7	\$3, sellers
Watkins, Limited	10,000	\$10	\$10	\$7, sellers
A. S. Watson & Co., Limited	50,000	\$10	\$10	\$10, buyers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$300
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$10
50,000	\$10	\$10	\$10	\$10
RUBBERS.				
Belgo-wisles		\$78 (Sta.)		
Pegohs		\$22 1/2		
Ragalls		\$26		
Anglo-Malays		16/6		
Castelfields, fully paid		56/-		
Consolidated Malaya		\$6-15-0, buyers		
Damansaras		\$4-0-0, buyers		
Highlands and Lowlands		\$3-5-0, buyers		
Kannings		3/5 prem.		
Kuala Lumpur		\$2-10-0, buyers		
Labur's		\$3-1-0, buyers		
Linggis		\$2-1-0, buyers		
Sepangs		\$2-1-0, buyers		
Shelfords		\$2-1-0, buyers		
Sungei-Kapars		\$2-1-0, buyers		

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 280	7 1/2 p. annum	Par.

VERNON & SMYTH, Share-Dealers.

VISITORS AT HOTELS.

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Mr. C. M. A. Port	Mr. C. F. Knoch
Mr. E. M. A. Apoor	Mr. P. Landgrobe
Mr. G. W. Arnold	Mr. G. F. Lindsey
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Mr. S. W. Bacon	Mr. & Mrs. G. T. Lloyd
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Mr. H. E. Colvin	Mr. F. H. Moallister
Miss N. Compton	Mr. F. H. Moallister
Mr. H. L. Condon	Mr. F. H. Moallister
Mr. G. Curry	Mr. G. C. Moallister
Hon. Mr. W. R. Rasse	Mr. H. J. Morse
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Mr. Dawson	Mr. F. D. Northcombe
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Mr. Demman Fuller	Mr. G. Ott
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Mr. & Mrs. C. Gorham	Mr. G. Ott
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Miss H. D. Granah	Mr. G. Ott
Mr. W. Greene	Mr. G. Ott
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Mr. A. E. Heide	Mr. G. Ott
Mr. G. Holgate	Mr. G. Ott
Mr. L. G. Holgate	Mr. G. Ott
Mr. S. Hough	Mr. G. Ott
Mr. J. W. Lee-Jones	Mr. G. Ott

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.
The C.N. Co.'s str. *Changsha* from Australia may be expected here to-day.

THE ENGLISH MAIL.
The P. & O. str. *Devanha* left Singapore for this port on the 1st inst., at 1 p.m. with the outward English Mails, and is due here to-day at about 4 p.m.

THE INDIAN MAIL.
The A.P. str. *Grocery* from Yokohama and Kobe, left Moji on the 4th instant morning, and may be expected here on or about the 8th instant.

THE GERMAN MAIL.
The I.G.M. str. *Prins Eitel Friedrich*, carrying the German Mails with dates from Berlin of the 15th ultimo, left Colombo on the 2nd instant a.m., and may be expected here on or about the 13th inst.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of China* left Vancouver for Hongkong on the 18th ultimo a.m., via the usual ports of call.

The C.P.R. str. *Monteagle* left Vancouver for Hongkong via usual ports of call on the 29th ultimo p.m.

THE SINGAPORE MAIL.
The str. *Glennara* left Singapore on the 30th ult., and is due here to-day a.m.

The N.Y.K. str. *Isaba Maru* (European Line) left Singapore on the 31st ultimo, and is expected here to-day.

The str. *Knight of Thistle* left Tacoma on the 16th ultimo for Yokohama, Kobe, Moji, Hongkong and Manila.

The Bank Line str. *Oceanic* left Vancouver on the 21st ult. for Hongkong via Japan ports.

The Ben Line str. *Benaroch* left from Leith, Antwerp and London, left Singapore on the 2nd inst. for this port.

The Shire Line str. *Carnarvonshire* left Singapore for Hongkong on the 2nd instant, and may be expected here on or about the 9th instant.

The N.G.I. str. *Capri* left Singapore for this port on the 3rd inst., and may be expected here on or about the 9th inst.

The O.S.K. str. *Seitai Maru* from Tacoma, left Kobe for this port on the 5th instant, and is expected to arrive here on or about the 14th instant.

The Danish str. *Indian* left Port Said on the 20th ultimo, and may be expected here on or about the 17th inst.

The Eng. Hok Fong S.S. Co.'s str. *Persia* sailed for Hongkong, via Macau and Guam, on the 21st ult., and is due here on or about the 24th inst.

HONGKONG TIDE TABLE.

From January 6th to 12th, 1910.

High Water.	Low Water.
Jan 6	Jan 6
Jan 7	Jan 7
Jan 8	Jan 8
Jan 9	Jan 9
Jan 10	Jan 10
Jan 11	Jan 11
Jan 12	Jan 12

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 5th.

Barometer	Thermometer	Wind	Direction	Force	State
30.10	71	ENE	28	1	b
30.15	71	ENE	28	1	b
30.20	71	ENE	28	1	b
30.25	71	ENE	28	1	b
30.30	71	ENE	28	1	b
30.35	71	ENE	28	1	b
30.40	71	ENE	28	1	b
30.45	71	ENE	28	1	b
30.50	71	ENE	28	1	b
30.55	71	ENE	28	1	b
31.00	71	ENE	28	1	b

IN PREPARATION.

THE DIRECTORY AND CHRONICLE FOR 1910

Copies may be obtained at the "HONGKONG DAILY PRESS" Office, or from Booksellers throughout the Far East.

Printed and Published by HONGKONG DAILY PRESS, at the Press, at 10A, Des Voeux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.

MUNZER & FILS,

BORDEAUX.

CLARETS AND COGNACS.

FOR AGENTS APPLY TO

HUGO C. A. FROMM,

HAMBURG.

[499]